

**CHAPTER 3
CONTENT**

3.1 GENERAL

3.1.1 Mileage

Mileages shall be shown in nautical miles to the nearest whole mile, using .5 as the division point for the next higher number.

(AK) Total mileages and changeover mileages for VOR/DME RNAV routes shall be shown to the tenth of a mile.

3.1.2 Bearings and Radials

Bearings and radials shall be shown as magnetic, unless otherwise indicated as True, and shall be depicted by a three digit figure, e.g., 001, 012, 123. Bearings and radials shall be shown to the nearest whole degree, using .5 as the division point for the next higher number. True bearings and radials shall be indicated by a “T” after the value. VHF/UHF radials shall be identified with magnetic outbound values from the NAVAID and LF/MF bearings shall be identified with magnetic inbound values to the NAVAID. Magnetic reference bearings based on the dynamic variation at that point shall be identified with outbound values from waypoints on RNAV(GNSS) routes. On joint RNAV(GNSS)/Jet Routes, jet route bearings should take priority over RNAV bearings.

Care shall be exercised in the placement of bearings and radials to eliminate any possibility of misreading these values. This is critical with bearings and radials which may at a glance be read upside down, e.g., 161 for 191 or 090 for 060, etc. Where the possibility for misinterpretation exists, a degree sign (°) shall be shown with the bearing or radial.

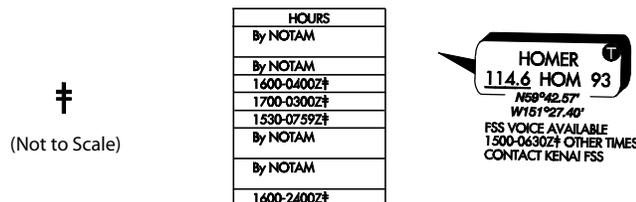
3.1.3 Boxes

Boxes required to be shown around or encompassing specific data shall be of a size consistent with the amount of data contained therein.

3.1.4 Time Zones

Time shall be shown as Coordinated Universal Time (UTC), also known as Zulu time (Z), e.g., 0600-1800Z. Times affected by Daylight Savings shall be indicated by a double dagger symbol, positioned adjacent to and preceding the hours of operation.

Figure 3.1 Application of Double Dagger - Examples



3.1.5 Chart Notes

Chart notes shall make use of location identifiers and approved FAA contractions, for abbreviations, e.g., EFF (effective), TWR (tower), CNTR (center), when possible.

3.1.6 Geographical Coordinates

Geographic coordinates shall be shown to the hundredth of a minute.

3.1.7 Elevations

Elevations shall be shown as Mean Sea Level (MSL), unless otherwise indicated.

3.2 PLACEMENT OF DATA

3.2.1 Text

Text should be positioned to be readable relative to True North. Placement of text on external chart folds should be avoided.

Text should be placed within the same two-panel area between external folds as the associated symbol whenever possible.

Text, associated with a symbol, should be positioned adjacent to or as near the symbol as possible. Text and associated symbol should be placed within the same two panel area, i.e., between external folds, whenever possible.

Text for linear symbols shall be aligned with the linear symbol and positioned adjacent to or as near as possible to the symbol, except when such placement would result in the obstruction of other chart detail. Text for Time Zones and SUAs, even though associated with linear symbols, shall be positioned relative to True North.

When the preferred location of text overlies a linear symbol, that symbol may be partially deleted/removed to accommodate the text, as long as the original intent of the symbol is maintained. The preferred location of text associated with non-linear symbols will be to the Northeast of the symbol, thence progressing counterclockwise around the symbol.

Leader lines (pointer) may be used when necessary for clarity of detail, or to effect or maintain the correct relationship between text and symbol.

3.2.2 Symbols

NAVAIDs and fixes that are part of a route description shall always be plotted at their true geographical position.

Other symbology, i.e., airports, should be plotted at their true geographical position whenever possible, however, in extremely congested areas consideration may be given to displacing the symbology.

If it is necessary to displace symbols, preference shall be given to the accurate plotting of NAVAIDs. When two or more NAVAIDs cannot be accurately plotted because of close proximity to each other, the NAVAID not having a route function may be displaced; however, the relative position of the NAVAIDs to each other should be maintained.

When LF/MF and VHF/UHF NAVAIDs utilize the same geographical location, the LF/MF symbol may be displaced slightly so as not to obliterate the VHF/UHF symbol, i.e., each symbol shall be clearly evident and visible upon the chart.

3.2.3 Portrayal of Collocated Linear Features

Refer to Section [3.7.7.3.1](#) for detailed portrayal of collocated linear features.

3.3 TITLE PANEL INFORMATION

Title Panel Information type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

Information shall be positioned to read perpendicular to the side trim in the extreme left panel on H-1, H-3, H-5, H-7, H-9, H-11 and Alaska H-1. The title panel shall be visible when the chart is completely folded.

References:

- [Appendix 12](#) - Enroute title Panel Information - U.S. & Alaska
- [Appendix 13](#) - Chart Identification and Title Area - U.S. & Alaska
- [Appendix 14](#) - Corrections, Comment, Procurement - U.S. & Alaska
- [Appendix 15](#) - Chart Identification Labels - U.S. & Alaska
- [Appendix 16](#) - Chart Indexing
- [Appendix 17](#) - Bar Codes

3.3.1 Foreign Airspace Warning Note

The following boxed note shall be centered at the top of the title panel:

Figure 3.2 Foreign Airspace Warning Note

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace
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References:

- [Appendix 13](#) - Chart Identification and Title Area - U.S. & Alaska

3.3.2 Chart Identification Area

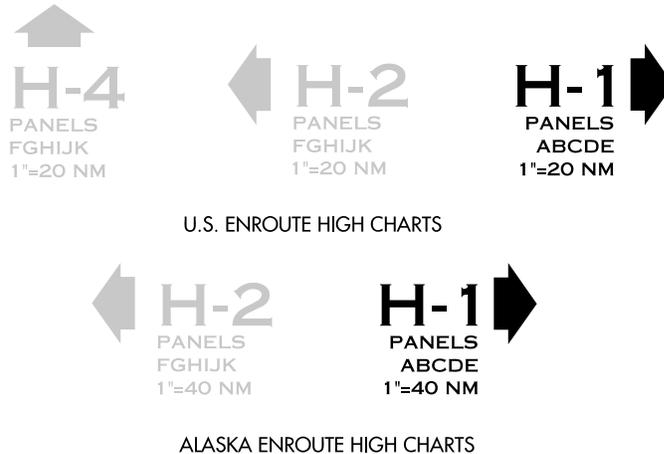
References:

- [Appendix 13](#) - Chart Identification and Title Area - U.S. & Alaska

3.3.2.1 Chart Idents

Charts shall be identified by the letter “H” and a number; together they shall be referred to as the chart ident. Chart idents shall be positioned in the upper left and upper right corners of the panel. Chart idents for the odd-numbered charts (H-1 through H-11 and Alaska H-1) shall be positioned in the upper right corner. Chart idents for the even-numbered charts (H-2 through H-12 and Alaska H-2) shall be positioned in the upper left corner.

Figure 3.3 Chart Idents



3.3.2.2 Arrowheads

Arrowheads shall be shown to indicate in which direction (left, right or up) the particular chart should be opened or turned to be read correctly. Arrowheads for the odd-numbered charts shall be centered and to the right of the chart ident and point to the right. Arrowheads for chart idents H-2, H-8 and Alaska H-2 shall be centered and to the left of the chart ident and point to the left.

3.3.2.3 Panel Identifications

The text ‘PANELS’ shall be positioned below all chart idents. The text shall be flush right with numbers in the upper right corner and flush left with letters in the upper left corner. Panel identification shall be placed below the text ‘PANELS’.

Panel identification for odd-numbered charts shall be ‘ABCDE’, positioned below the flush right with the text ‘PANEL’. Panel identification for even numbered charts shall be ‘FGHIJK’, positioned below and flush left with the text ‘PANEL’.

3.3.2.4 Chart Scales

The scale of each chart shall be expressed in terms of inches to nautical miles. Scale for odd number charts shall be positioned below and flush right with the panel identification. Scale for even numbered charts shall be positioned below and flushed left with the panel identification. Refer to Section 1.2.5 for scale values.

3.3.3 Title Area

References:

[Appendix 13](#) - Chart Identification and Title Area - U.S. & Alaska

3.3.3.1 Chart Title

The chart title, as shown below, shall be centered within the panel.

Figure 3.4 Chart Title Format
 UNITED STATES GOVERNMENT
 FLIGHT INFORMATION PUBLICATION
IFR ENROUTE HIGH ALTITUDE - U.S.

OR

UNITED STATES GOVERNMENT
 FLIGHT INFORMATION PUBLICATION
IFR ENROUTE HIGH ALTITUDE - ALASKA

3.3.3.2 Altitude Note

An altitude note, as shown below, shall be centered below the chart title.

Figure 3.5 Altitude Note

For use at and above 18,000' MSL

3.3.3.3 Effective Dates and Times Note

The effective dates, consisting of the day, month (abbreviated using the first three letters of the month), and year and times note, as shown below, shall be centered below the altitude note. The note shall reflect the effective date and Zulu (Z) time and the expiration date and Zulu (Z) time of the aeronautical information, as indicated below.

Figure 3.6 Effective Dates and Times Note

EFFECTIVE 0901Z **23 SEP 2010**
 TO 0901Z **18 NOV 2010**

3.3.3.4 NOTAM Note

A NOTAM note, as shown below, shall be centered below the effective dates and times note.

Figure 3.7 NOTAM Note

Consult NOTAMs for latest Information

3.3.3.5 Publishers Credit Note

A publishers credit note shall be shown centered on the top half of the title panel positioned below the Consult NOTAMs text (See [Appendix 13](#)).

3.3.3.6 Corrections, Comments and/or Procurement Note

A Corrections, Comments and/or Procurement note shall be shown centered below the Publishers Credit Note (See [Appendix 14](#)).

3.3.4 Chart Identification Labels

Chart identification labels shall straddle the center fold and shall extend the full width of the panel. Any part of the label that is not used for the chart ident(s) or for the chart effective date/coverage area shall be striped in black, as depicted below.

Figure 3.8 Chart Identification Labels



References:

[Appendix 15](#) - Chart Identification Labels - U.S. & Alaska

3.3.4.1 Chart Idents

The label shall identify, by chart ident, the charts on the front and back sides. Chart idents shall consist of the letter 'H' and a number, as depicted above.

3.3.4.2 Chart Effective Date

The effective date of the chart shall be shown below the center fold and consist of the day, month (abbreviated using the first three letters of the month), and year.

3.3.4.3 Area of Coverage

The area of coverage shall be either 'UNITED STATES' or 'ALASKA', as appropriate. The area of coverage shall be shown centered below the chart effective date.

3.3.5 FAA Logo/Banner

The FAA logo/banner shall be shown directly below the chart identification labels.

Figure 3.9 FAA Logo/Banner



References:

[Appendix 15](#) - Chart Identification Labels - U.S. & Alaska

3.3.6 Chart Index

A chart index showing IFR Enroute High Altitude chart coverage of either the conterminous United States or Alaska shall be shown.

Figure 3.10 Chart Indexing - Alaska

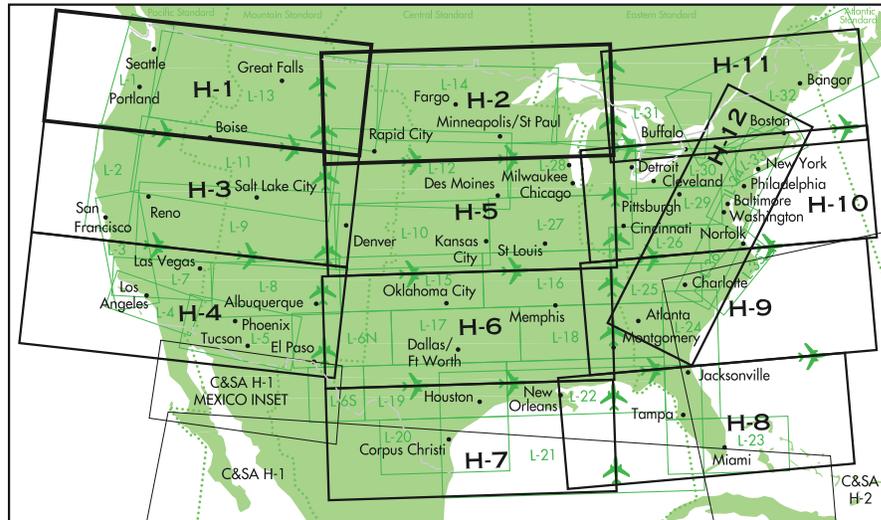
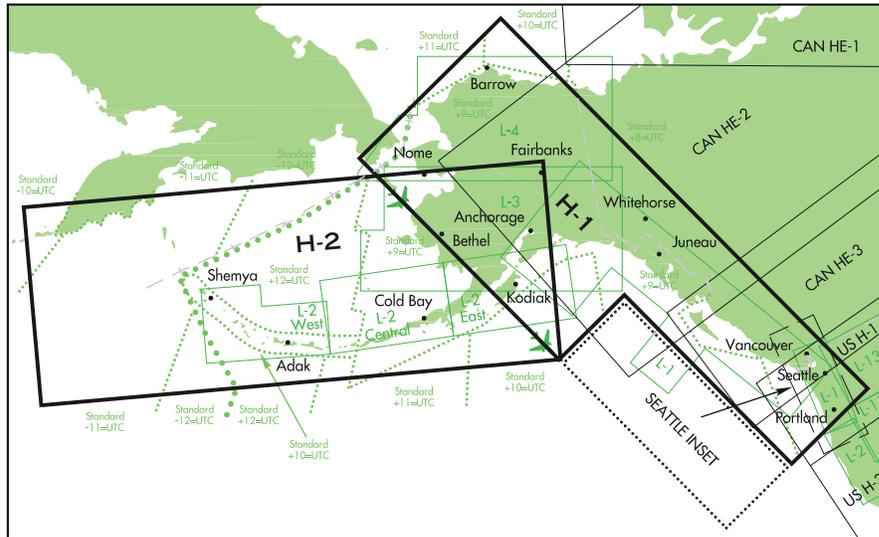


Figure 3.11 Chart Indexing - Alaska



References:

[Appendix 16](#) - Chart Indexing

3.3.6.1 Land and Water Areas

The conterminous U.S., Mexico and Canada land areas shall be shown. Only the Great Lakes shall be shown. The land areas and bodies of water shall not be identified by name.

(AK) The U.S., Russia and Canada land areas shall be shown. The land areas shall not be identified by name.

3.3.6.2 International Boundaries

International boundaries shall be shown and symbolized by a repeating dash line. International boundaries shall not be identified by name.

(AK) The U.S./Russia Maritime Boundary shall be shown and symbolized by a repeating dash line with alternate dashes cross-hatched.

3.3.6.3 Low Altitude Chart Coverage

The limits of coverage for each U.S. enroute low altitude chart shall be shown and identified by a chart ident and a solid green line. Chart idents shall be centrally positioned within the limits of coverage for each chart, whenever possible.

(AK) Limits of coverage for each U.S. & Alaska Enroute Low Altitude chart shall be shown and identified by a chart ident.

3.3.6.4 High Altitude Chart Coverage

The limits of coverage for each U.S. and Caribbean and South America (C&SA) high altitude chart shall be shown and identified by a chart ident and a solid black line. Chart idents shall be centrally positioned within the limits of coverage for each chart whenever possible. C&SA chart idents shall be preceded by the text “C&SA”.

(AK) Limits of coverage for the Canadian Enroute High Altitude Charts and Seattle Inset Chart shall be shown and identified by a chart ident. Canadian and U.S. chart idents shall be preceded by the text “CAN” or “US”.

3.3.6.5 Prominent Cities

To assist in the geographical orientation and general coverage of the individual charts, a selection of names and their geographical location shall be shown. These shall consist of the Low Altitude Area Chart city names and a selection of significant panel identification names from the Enroute High and Low Altitude Charts. These names should be evenly distributed throughout the index with at least one geographical name and location within each of the Enroute Low Altitude Charts.

3.3.6.6 Time Zone Boundaries and International Dateline

Time zone boundaries and the International Dateline shall be shown and symbolized by a continuous series of dots. Time zones shall be identified with the official local standard time zone name, centered within the zone along the top of the index.

(AK) Time zones shall be labeled within the body of the index.

3.3.6.7 Wall Planning Chart Instructions (Airplane Silhouettes)

The chart index shall indicate the location of registration guide marks used for assembling a planning chart. These registration guide marks shall be in the form of miniature airplane silhouettes. These symbols shall be positioned in the same general location as their larger counterparts on the chart proper (See also Section [3.7.2.6](#) for chart proper registration guide marks).

An explanatory note, preceded by a sample miniature airplane symbol, shall be positioned centered and immediately below the chart index, providing instructions for the assembly of a High Altitude Wall Planning Chart, as indicated below.

Figure 3.12 Registration Guide Marks (Airplane Silhouettes)/Wall Planning Instructions



3.3.7 Interagency Air Cartographic Committee (IACC) Credit Note

An IACC credit note, as shown below, shall be left justified below Wall Planning Chart Instructions index.

Figure 3.13 IACC Credit Note

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

3.3.8 QR Code

The QR Code shall be positioned on the title panel.

3.3.9 Bar Codes

Bar code information and associated text, as indicated below, shall be positioned at the bottom of the title panel. Bar codes shall be depicted for the National Stock Number and the Effective Date. The National Stock Number (NSN), the NGA Reference number and the effective date (Julian) will also be shown textually. The FAA Product ID shall be shown above the NSN bar code.

Figure 3.14 Bar Codes



References:

[Appendix 17](#) - Bar Codes

3.4 LEGEND PANEL INFORMATION

Legend Panel Information type and symbol specifications shall be the same, where appropriate, as Title Panel Information type and symbol specifications except as otherwise indicated within these specifications.

Legend panel information shall be positioned to read perpendicular to the side trim of the charts. Refer to Appendices 3-11 for placement of legend panel information.

References:

- [Appendix 3](#) - Chart Layout - U.S. H-1, H-3
- [Appendix 4](#) - Chart Layout - U.S. H-2
- [Appendix 5](#) - Chart Layout - U.S. H-4
- [Appendix 6](#) - Chart Layout - U.S. H-5, H-7, H-9
- [Appendix 7](#) - Chart Layout - U.S. H-6, H-8, H-10
- [Appendix 8](#) - Chart Layout - U.S. H-11
- [Appendix 9](#) - Chart Layout - U.S. H-12
- [Appendix 10](#) - (AK) Chart Layout - AK H-1
- [Appendix 11](#) - (AK) Chart Layout - AK H-2

References:

- [Appendix 20](#) - Legend Panel Information - General - U.S. & Alaska
- [Appendix 21](#) - Legend Panel Information - U.S.
- [Appendix 22](#) - Legend Panel Information - Alaska

3.4.1 Chart Identification Area

3.4.1.1 **Chart Idents**

Charts shall be identified by the letter “H” and a number; together they shall be referred to as the chart ident. Chart idents shall be positioned in the upper left and upper right corners of the panel. Chart idents for H-1, H-3, H-6, H-8, H-10, H-12 and Alaska H-1 shall be positioned in the upper right corner. Chart idents for H-2, H-4, H-5, H-7, H-9, H-11 and Alaska H-2 shall be positioned in the upper left corner.

3.4.1.2 **Arrowheads**

Arrowheads shall be shown to indicate in which direction (left, right or up) the particular chart should be opened or turned to be read correctly. Arrowheads for H-1, H-8 and Alaska H-1 shall be centered and to the right of the chart ident and point to the right. Arrowheads for H-2, H-4, H-5, H-7, H-9, H-11 and Alaska H-2 shall be centered and to the left of the chart ident and point to the left. Arrowheads for H-3, H-6, H-10 and H-12 shall be above and flush right with the chart ident and point up.

3.4.1.3 **Panel Identification**

The text “PANELS” shall be positioned below all chart idents. The text shall be flush right with the chart number in the upper right corner and flush left with the chart letter in the upper left corner. Panel identification shall be placed below the text ‘PANELS’.

Panel identification for H-1, H-3 shall be ‘ABCDEF’, positioned below and flush right with the text ‘PANELS’. Panel identification for H-6, H-8, H-10, H-12 shall be ‘FGHIJK’, positioned below and flush right with the text ‘PANELS’. Panel identification for H-2, H-4 shall be ‘GHIJK’, positioned below and flush left with the text ‘PANELS’. Panel identification for H-5, H-7, H-9, H-11 shall be ‘ABCDE’, positioned below and flush left with the text ‘PANELS’.

(AK) Panel identification for Alaska H-1 shall be ‘ABCDE’, positioned below and flush right with the text ‘PANELS’. Panel identification for H-2 shall be ‘FGHIJK’, positioned below and flush left with the text ‘PANELS’.

3.4.1.4 Chart Scales

The scale of each chart shall be expressed in terms of inches to nautical miles. Scale for H-1, H-3, H-6, H-8, H-10, H-12 charts shall be positioned below and flush right with the panel identification. Scale for H-2, H-4, H-5, H-7, H-9, H-11 charts shall be positioned below and flushed left with the panel identification. Refer to Section 1.2.5 for scale values.

(AK) Chart scale for Alaska H-1 shall be positioned below and flush right with the panel ident. Chart scale for Alaska H-2 shall be positioned below and flush left with the panel ident.

3.4.2 Title Area

3.4.2.1 Chart Title

The chart title shall be shown as described in Section 3.3.3.1 Chart Title.

3.4.2.2 Altitude Note

An altitude note shall be shown as described in Section 3.3.3.2 Altitude Note.

3.4.2.3 Horizontal Datum Note

A Horizontal Datum note shall be shown centered below the altitude note, as indicated below.

Figure 3.15 Horizontal Datum Note

HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

3.4.3 Chart Legend

The legend shall be centered below the Horizontal Datum note. The legend shall be complete in all respects, reflecting items detailed within these specifications, and shall be as compact as possible. Data contained within the legend shall be grouped in specific categories of information.

The title of these headings shall be:

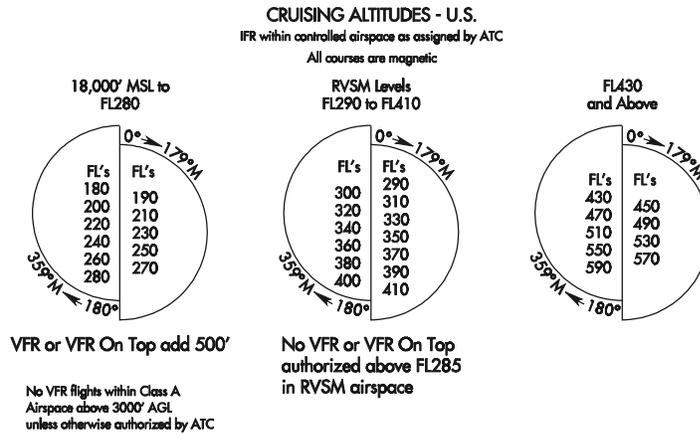
Table 3.1 Chart Legend Title Headings

AIRPORTS
NAVAIDS AND COMMUNICATION BOXES
AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION
MISCELLANEOUS
EXAMPLE OF GROUPING
MORSE CODE

3.4.4 Cruising Altitudes

A diagram of appropriate cruising altitudes within the United States, at 18000' MSL and above, shall be shown below the Legend as follows:

Figure 3.16 Cruising Altitude Diagrams - U.S.



Note: For Canada and Mexico, Cruising Altitude Diagrams shall be shown once within Canadian and Mexican airspace. See Section 3.7.7.2.2 - Foreign Airspace Notes - Canada and Section 3.7.7.2.3 - Foreign Airspace Notes - Mexico for additional information.

3.5 TABULATED DATA AREA

Tabulated Data Area type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 18](#) - Tabulated Data Area - HA-EFAS

[Appendix 19](#) - tabulated Data Area - Special Use Airspace

Tabulations shall incorporate information from both front and back sides of the chart. Location of Tabulated Data shall be as indicated in Chart Layout Appendices 3 through 10.

References:

[Appendix 3](#) - Chart Layout - U.S. H-1, H-3

[Appendix 4](#) - Chart Layout - U.S. H-2

[Appendix 5](#) - Chart Layout - U.S. H-4

[Appendix 6](#) - Chart Layout - U.S. H-5, H-7, H-9

[Appendix 7](#) - Chart Layout - U.S. H-6, H-8, H-10

[Appendix 8](#) - Chart Layout - U.S. H-11

[Appendix 9](#) - Chart Layout - U.S. H-12

[Appendix 10](#) - (AK) Chart Layout - AK H-1

[Appendix 11](#) - (AK) Chart Layout - AK H-2

3.5.1 High Altitude Enroute Flight Advisory Service (HA-EFAS) Tabulation

A HA-EFAS Flight Watch frequencies tabulation shall be titled “High Altitude Enroute Flight Advisory Service - Flight Watch” shall be shown. The tabulated data shall consist of the ARTCC name, the ARTCC three-letter identifier, and HA-EFAS frequency for Centers with a boundary located on the chart.

**Figure 3.17 High Altitude Enroute Flight Advisory Service
HIGH ALTITUDE ENROUTE FLIGHT ADVISORY SERVICE - FLIGHT WATCH**

ARTCC	IDENT	HA-EFAS	ARTCC	IDENT	HA-EFAS	ARTCC	IDENT	HA-EFAS	ARTCC	IDENT	HA-EFAS
Atlanta	ZTL	135.475	Boston	ZBW	133.925	Cleveland	ZOB	135.425	Indianapolis	ZID	134.825
Jacksonville	ZJK	134.175	Minneapolis	ZMP	135.675	New York	ZNY	134.725	Washington	ZDC	134.525

3.5.2 Special Use Airspace (SUA) Tabulation

The tabulation shall be titled “Special Use Airspace”. The tabulation shall include Prohibited, Restricted and Warning Areas in the U.S. as well as foreign Special Use Airspace. If additional space is needed, use open space within the body of the chart. A legend shall be centered above the tabulation. Footnotes shall be added at the bottom left of the tabulation when needed.

Figure 3.18 Special Use Airspace (SUA) Tabulation

SPECIAL USE AIRSPACE
 P - Prohibited, R - Restricted, W - Warning Areas
 CANADA: CYA - Advisory, CYD - Danger, CYR - Restricted Areas

All altitudes are MSL unless otherwise indicated
 FL - Flight Level
 Time - Hours shown are UTC unless otherwise indicated
 Days - Sunrise to Sunset except Canada where it means 1/2 hr before sunrise to 1/2 hr after sunset
 Nights - Sunset to Sunrise except Canada where it means 1/2 hr after sunset to 1/2 hr before sunrise

Cont - Continuous: 24 hrs a day, 7 days a week
 ‡ - During periods of Daylight Saving Time (DT) effective hours will be one hour earlier than shown.
 NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC			CONTROLLING AGENCY A/G CALL	PANEL
		DAYS	HOURS	WEATHER		
R-4201A	To 23000	Tue-Sat *1	1300-2100Z†	VFR-IFR	ZMP CNTR/FSS	K
R-4301	To 27000	Cont *1	1330-0600Z‡	VFR-IFR	ZMP CNTR/FSS	I
CYR 410	To FL 280 To FL 350	Cont By NOTAM	Cont By NOTAM	VFR-IFR VFR-IFR	No A/G No A/G	H

*1 Other Times By NOTAM

3.5.2.1 Number Column

The first column, titled ‘NUMBER’, shall consist of the assigned or designated number of the area preceded by the letter designation for the type of area. SUA areas shall be grouped alphabetically and listed numerically. Foreign areas shall be grouped alphabetically and listed numerically after the U.S. areas.

3.5.2.2 Effective Altitude Column

The second column, titled ‘EFFECTIVE ALTITUDE’, shall list the effective altitude of the area in feet or Flight Level (FL). When the effective altitude is unlimited, use the abbreviation ‘UN-LTD’.

3.5.2.3 Time Used Column

The third column, titled 'TIMES USED, UTC', shall list the times of use and shall be further broken out into three subcolumns. Should an area be activated by NOTAM, rather than at a designated time, the text 'By NOTAM' shall be used instead. Using 'By NOTAM' in Restricted areas indicates that the NOTAM is published in both FAA and DoD NOTAM systems. Using 'By NOTAM' in all other Special Use Airspace areas indicates that the NOTAM is published only in the DoD NOTAM system.

Subcolumn one, titled 'DAYS', shall indicate the specific days of the week that a SUA area is in effect. As examples, 'Mon-Fri' indicates that the SUA area is not in effect Saturday and Sunday; 'Continuous' (abbreviated as 'Cont') indicates that the SUA area is in effect seven days a week.

Subcolumn two, titled 'HOURS', shall indicate the specific hours of the day that a SUA area is in effect. As examples, '0600-1800Z'; 'DAYS' indicates that the SUA area is in effect sunrise to sunset; 'NIGHTS' indicates that the SUA area is in effect sunset to sunrise; and, 'Continuous' (abbreviated as 'Cont') indicates that the SUA area is in effect 24 hours a day.

Subcolumn three, titled 'WEATHER', shall indicate under what weather condition the SUA area is operational. As examples, 'VFR' indicates that the SUA is operational when VFR weather conditions exist; 'IFR' indicates that the SUA is operational when IFR weather conditions exist; and, 'VFR-IFR' indicates that the SUA is operational when either VFR or IFR weather conditions exist.

3.5.2.4 Controlling Agency/Air Ground (A/G) Column

The fourth column, titled 'CONTROLLING AGENCY A/G CALL', shall indicate the agency which is authorized to permit enroute clearance through the area. Should a joint agreement exist which permits clearance by air route traffic control, the appropriate center shall be shown together with the Flight Service Station. 'No A/G' indicates there is no air to ground frequency or agency available to call for enroute clearance.

3.5.2.5 Panel Column

The fifth column, titled 'PANEL', shall indicate the chart panel identifier where the SUA area is located. Multiple panels shall be listed when the SUA area is depicted on more than one panel.

3.6 MARGIN INFORMATION

Margin Information type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

Margin information shall be positioned between the neatlines of a chart and the trim edges, excluding title and legend panel information.

References:

[Appendix 23](#) - Margin Information

3.6.1 Bar Scale

Bar scales shall be shown in nautical miles (NM).

3.6.1.1 Placement

Bar scales shall be positioned on each chart parallel to and below the bottom neatline. Each bar scale shall be centered between two external folds. Charts with a single panel shall position a bar scale centered on the panel, parallel to and below the neatline.

(AK) Bar scales shall be positioned on each chart parallel to and outside the top and bottom neatlines. Each bar scale shall be centered between two external chart folds. Chart (AK) H-2 shall also have a bar scale centered within panels F and K. Bar scales for the Seattle Inset Chart shall be positioned parallel to and below the bottom neatline of the inset, centered between panels D and E.

3.6.1.2 Increments and Labels

Bar scales shall be subdivided into 25 NM increments. The first increment shall be further subdivided into 5 NM increments. Bar scales shall be labeled in 25 NM increments to the right of the division marks. The first and last labels shall be placed outside of and centered on the beginning and end of the bar scale, respectively.

Figure 3.19 Bar Scale Increments and Labels - U.S



(AK) Bar scales shall be subdivided into 50 NM increments. The first increment shall be further subdivided into 5 NM increments. Bar scales shall be labeled in 50 NM increments to the right of the division marks. The Seattle Inset Chart bar scale shall be subdivided into 25 NM increments and the first increment shall be further subdivided into 5 NM increments. The Seattle Inset Chart bar scale shall be labeled in 25 NM increments to the right of the division marks.

Figure 3.20 (AK) Bar Scale Increments and Labels



3.6.1.3 Chart Scale

The scale factor 1" = 20 NM shall be shown centered within the last (extreme right) 25 NM increment of the bar scale.

(AK) The scale factor 1" = 40 NM shall be shown centered within the last (extreme right) 50 NM increment of the bar scale. The Seattle Inset Chart scale factor 1" = 22.5 NM shall be shown centered within the last (extreme right) 25 NM increment of the bar scale.

3.6.1.4 Nautical Mile Text

The text "NAUTICAL MILES" shall be centered between the 0 NM and 25 NM division marks.

(AK) The text "NAUTICAL MILES" shall be centered between the 0 NM and 50 NM division marks. On the Seattle Inset Chart, the text "NAUTICAL MILES" shall be centered between the 0 NM and 25 NM division marks.

3.6.2 Panel/Fold Identification

Panel/fold identifications shall be shown at each end of a bar scale. Identification shall be with both a letter and the name of the most prominent and centrally located city or NAVAID within the panel(s). The city shall take precedence over NAVAID. The text for the letter and the city or NAVAID name shall be aligned and the city or NAVAID name shall be positioned below the beginning and end of each bar scale. The city or NAVAID name shall be positioned outside of the letter identifier. The letters A, B, C, D and E shall be used on the front side of charts; the letters F, G, H, I, J and K shall be used on the reverse side of charts.

Figure 3.21 U.S. & AK Bottom of Chart Panel Identification



(AK) The letter and the city or NAVAID name shall be aligned at the top of the bar scale when the bar scale is located at the top of the chart.

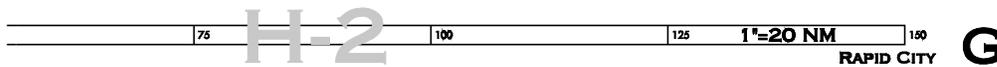
Figure 3.22 (AK) - Top of Chart Panel Identification



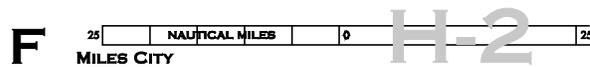
3.6.3 Chart Idents

Chart idents shall be shown and centered vertically on the bar scale. For a bar scale that spans two panels, the chart ident will be centered horizontally within the first full increment to the right of the internal fold. On a single panel, the chart ident will be centered horizontally within the first full increment. However, placement of the chart numbers will be adjusted so that overprinting is avoided.

Figure 3.23 Chart Idents - Placement
Two Panel



Single Panel



3.6.4 Routes Extending Past the Chart Neatline

Routes that extend past the chart neatline shall have information pertaining to the next point (NAVAID, NAVAID fix, or waypoint) on that route shown in the margin area outside and parallel to the neatline. The content of this next point information will differ for routes that cross internal boundaries and routes that cross external boundaries. Boundaries are described in the paragraphs below.

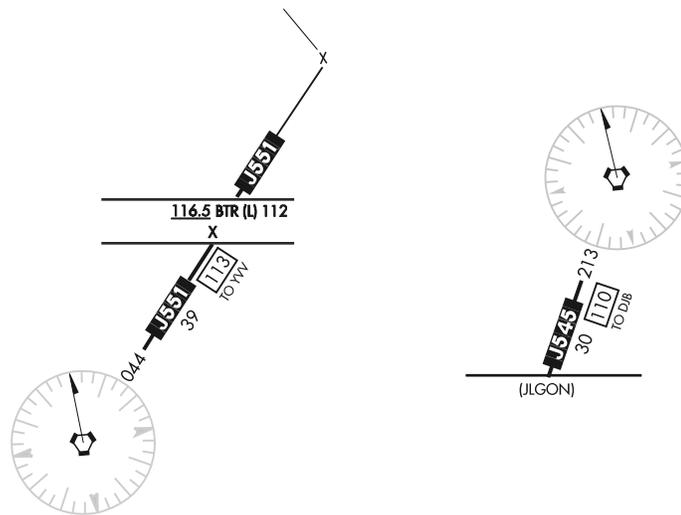
Text shall be oriented to read ‘up’ along the left (West) side and read ‘down’ along the right (East) side. Charts oriented North/South shall have the text on “South” and “North” ends to read North up.

Next point information shall be charted the same color as shown on the adjoining or overlapping U.S. chart and in accordance with the specifications contained herein. Next point information on VHF/UHF routes shall be shown in black; next point information on LF/MF routes shall be shown in brown; next point information on RNAV routes shall be shown in blue if a waypoint, black if a VHF/UHF fix or NAVAID, brown if a LF/MF fix or NAVAID; next point information on joint routes (either RNAV-VHF/UHF or RNAV-LF/MF) shall be shown in its appropriate color.

If the next point information is an unnamed mileage break depicted with an “X”, then the next point information shall be shown as an “X”.

If the next point information is a Computer Navigation Fix (CNF) depicted with an “X”, then the next point information shall be the CNF identifier enclosed in parentheses.

Figure 3.24 Routes Past Neat Line - Unnamed Mileage Break or CNF



(AK) All Russian next point information shall be shown in brown.

3.6.4.1 Internal Chart Boundaries

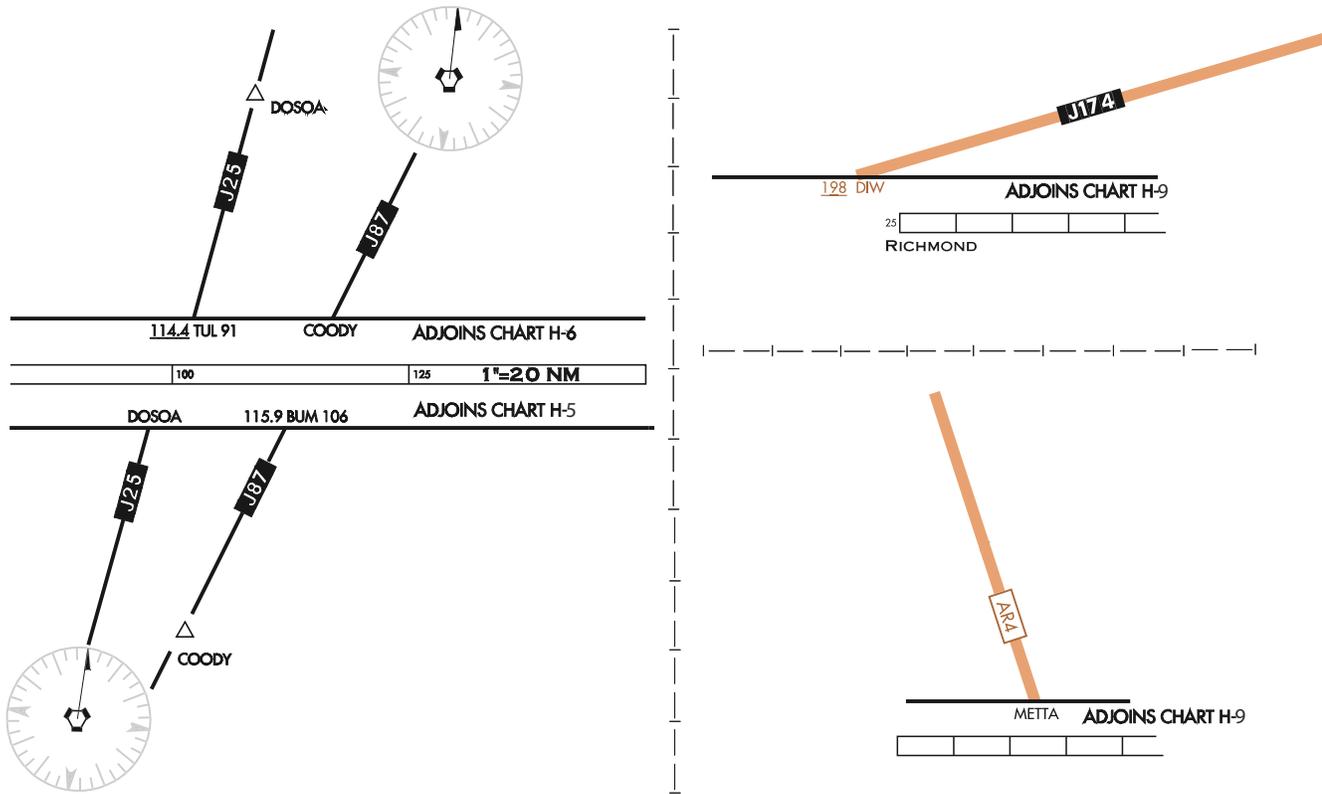
Internal chart boundaries are those boundaries where adjoining or overlapping U.S. or Alaska high charts exist. Table 3.2 below contains the information that shall be shown for each route type.

Table 3.2 International Boundary Next Point Information

Route Type	NAVAID Fix	Waypoint	NAVAID
VHF/UHF or LF/MF	Name only	N/A	Freq, Ident, Channel
RNAV	Name only	Name Only	Ident Only
Joint			
Share a common point	Name only	N/A	Freq, Ident, Channel
Do not share a common point	Name only	Name only	Ident only

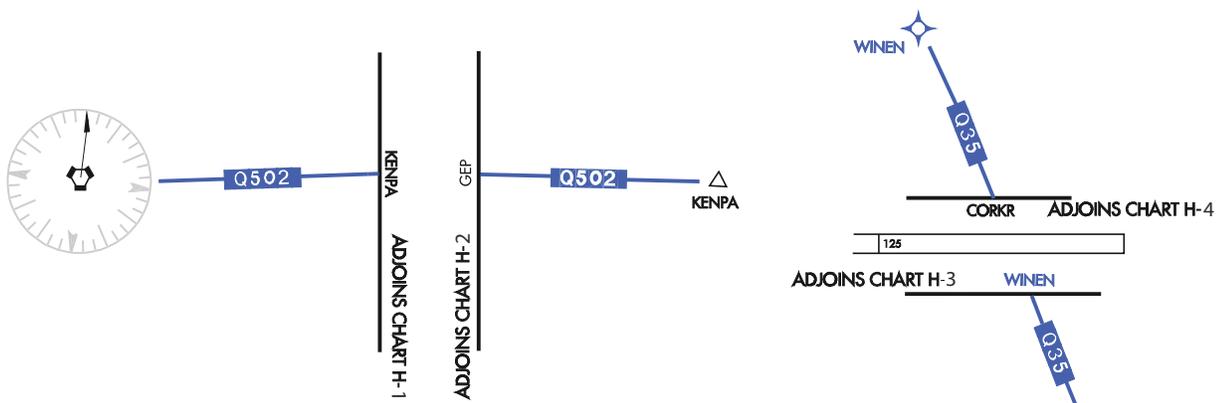
For VHF/UHF or LF/MF routes, the next point information will consist of name only if it is a NAVAID fix, or frequency, ident and channel if it is a NAVAID.

Figure 3.25 Routes Past Chart Boundary - Internal - VHF/UHF LF/MF Routes



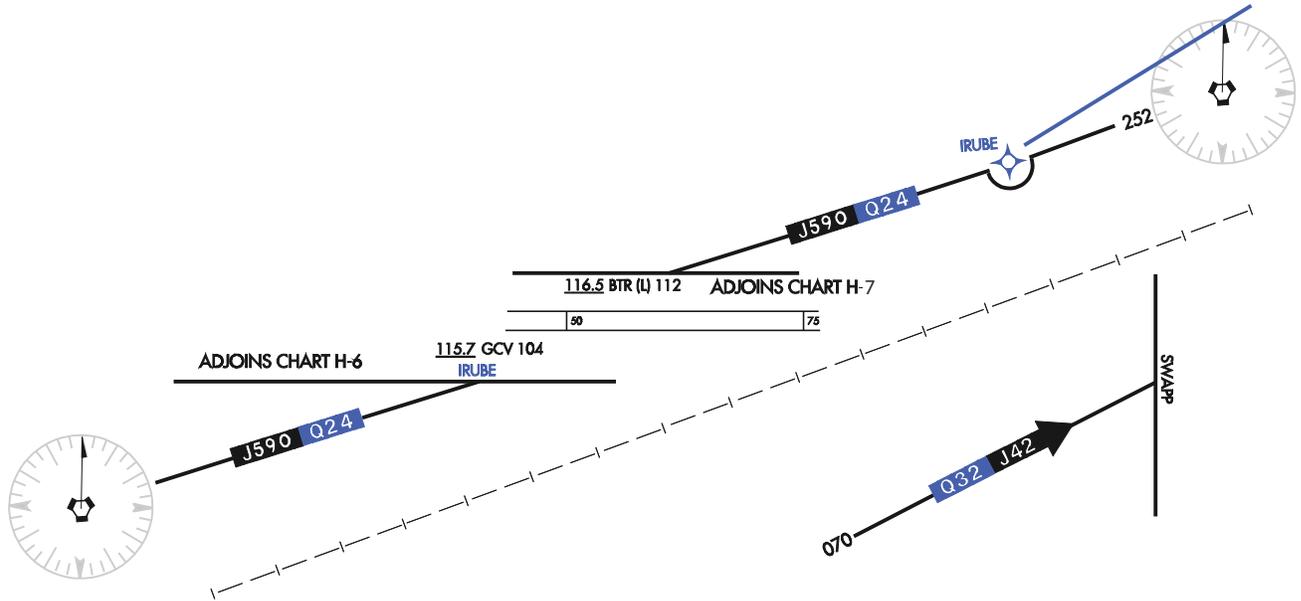
For RNAV routes- the next point information will consist of name only if it is a NAVAID fix or waypoint or, ident only if it is a NAVAID.

Figure 3.26 Routes Past Chart Boundary - Internal - RNAV Routes



For joint routes that share a common next point the next point information will consist of name only if it is a NAVAID fix, or frequency, ident, and channel if it is a NAVAID. For joint routes that do not share a common next point the next point information for each route shall be as described in [Table 3.2](#).

Figure 3.27 Routes Past Chart Boundary - Internal - Joint Route



3.6.4.2 External Chart Boundaries

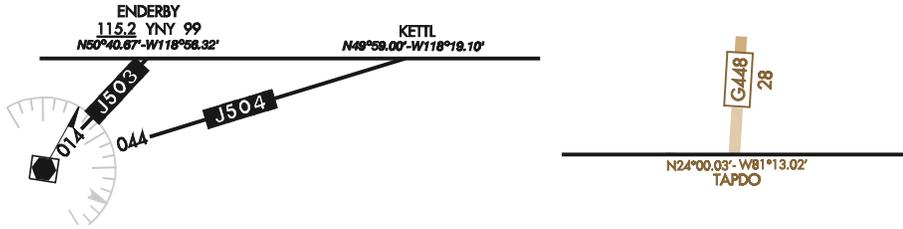
External chart boundaries are those chart boundaries where no adjoining or overlapping U.S. or Alaska high charts exists. [Table 3.3](#) below contains the information that shall be shown for each route type.

Table 3.3 External Boundary Next Point Information

Route Type	NAVAID Fix	Waypoint	NAVAID
VHF/UHF or LF/MF	Name and Coordinates	N/A	Name, Freq, Ident, Channel and Coordinates
RNAV	Name only	Name Only	Ident Only
Joint			
Share a common point	Name and Coordinates	N/A	Name, Freq, Ident, Channel and Coordinates
Do not share a common point	Name and Coordinates	Name only	Name, Freq, Ident, Channel and Coordinates

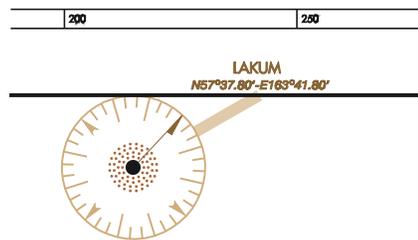
For VHF/UHF or LF/MF routes, the next point information shall consist of the name and coordinates if it is a fix, or name, frequency, identifier, channel and coordinates if the next point is a NAVAID.

Figure 3.28 Routes Past Chart Boundary - External - VHF/UHF LF/MF



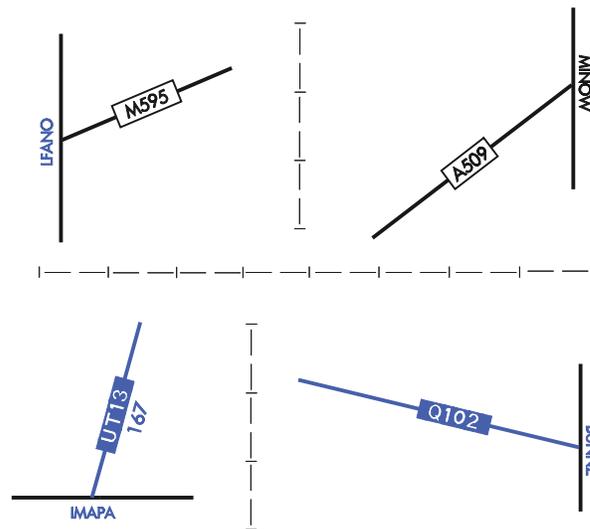
(AK) All external boundary next point information for Russian airspace shall consist of NAVAID or fix name and coordinates.

Figure 3.29 Routes Past Chart Boundary - External - Russia



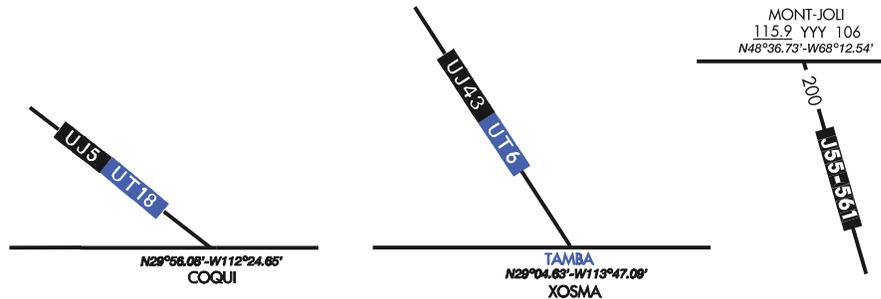
For RNAV routes, the next point information will consist of name only if it is a NAVAID fix or waypoint, or by ident only if it is a NAVAID.

Figure 3.30 Routes Past Chart Boundary - External - RNAV



For joint routes that share a common next point the next point information will consist of name and coordinates if it is a NAVAID fix, or name, frequency, identifier, channel and coordinates if a NAVAID. For joint routes that do not share a common next point the next point information for each route shall be as described in [Table 3.3](#).

Figure 3.31 Routes Past Chart Boundary - External - Joint



3.6.4.3 Placement of Next Point Information

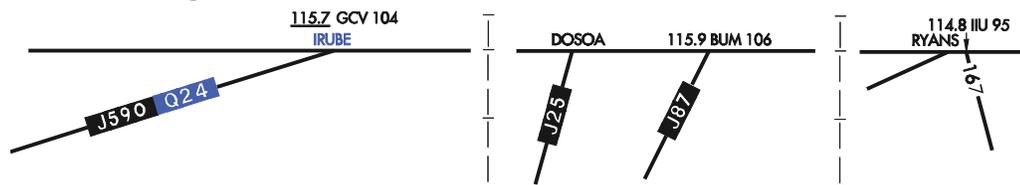
Next point information shall be stacked and centered adjacent to the neatline at the intersection of the routes to which they pertain. In congested areas or where appropriate, next point information may be stacked or offset using a leader line.

Next point information and chart notes may be shifted to avoid overprinting.

3.6.4.3.1 Internal Boundary Next Point Information

Fix and waypoint names and NAVAID ident and frequency shall be placed adjacent and parallel to the neat line.

Figure 3.32 Placement of Next Point Information - Internal



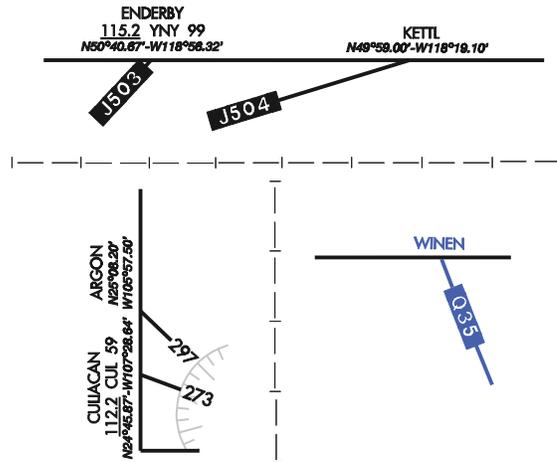
3.6.4.3.2 External Boundary Next Point Information

If the next point is a NAVAID, the coordinates shall be placed adjacent and parallel to the neat line, the NAVAID frequency and ident shall be placed on the second line away from the neat line, and the NAVAID name shall be placed on the third line away from the neat line.

If the next point is a fix, the coordinates shall be placed adjacent and parallel to the neat line and the fix name shall be placed on the second line away from the neatline.

If the next point is a waypoint, the name shall be placed adjacent and parallel to the neat line.

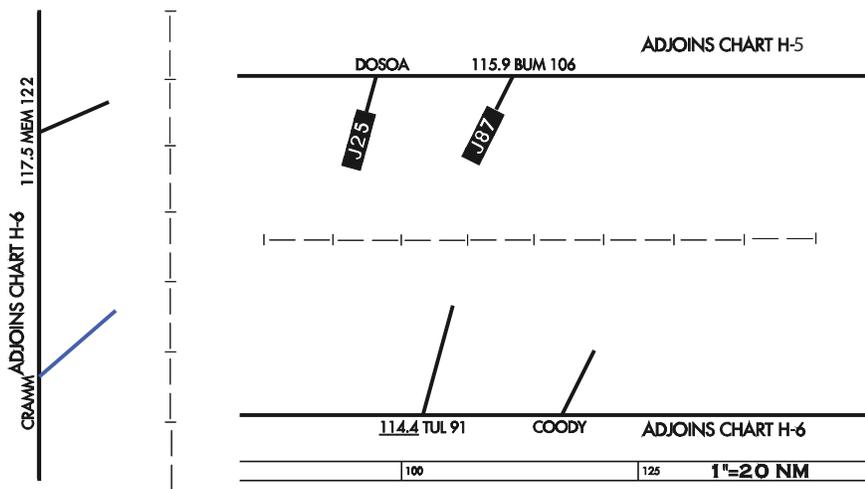
Figure 3.33 Placement of Next Point Information - External



3.6.5 Margin Notes for Adjoining/Overlapping Charts

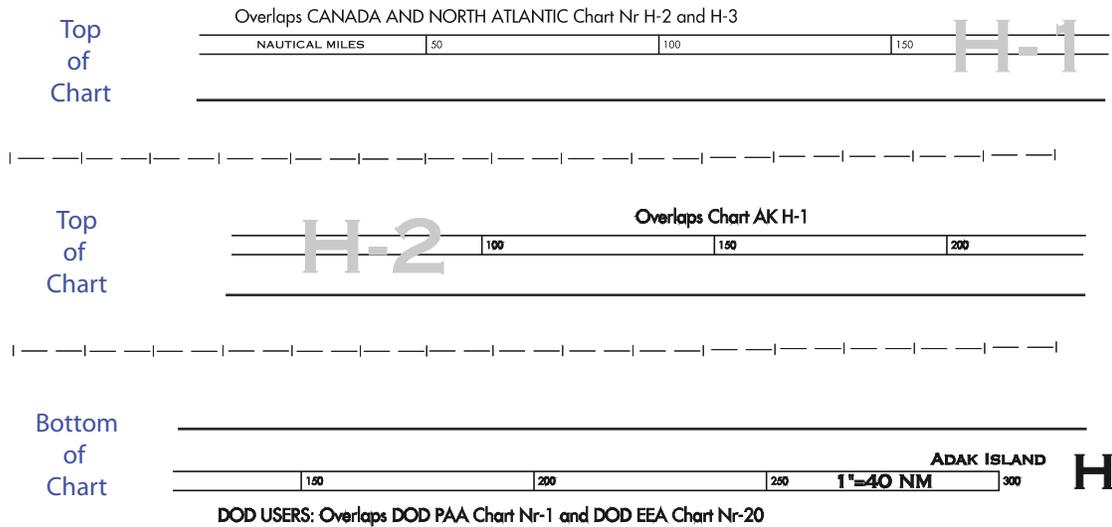
Notes to indicate the appropriate adjoining/overlapping charts (i.e. ADJOINS CHART H-5) shall be placed in the margin areas at internal boundaries. Notes shall be placed once per panel when located at the top or bottom of the chart and once per fold when located along the side of the chart. Text shall be orientated to read ‘up’ along the left side and read ‘down’ along the right side of the chart. Notes placed at the bottom of a panel shall be centered between the neatline and the bar scale. Notes placed at the top of a panel shall be centered between the neatline and the chart edge. Notes may be shifted to avoid overprinting.

Figure 3.34 Margin Notes for Adjoining/Overlapping Charts



(AK) Notes for adjoining/overlapping Canadian High Charts shall be shown and placed between the neatline and the bar scale. Notes specific for DoD users shall be shown to assist in identifying adjoining/overlapping DoD charts.

Figure 3.35 (AK) Margin Notes for Adjoining/Overlapping Charts



3.6.6 Chart Effective Date

The chart effective date will be placed in the margin as specified in the appendices.

Figure 3.36 Chart Effective Date

EFFECTIVE 23 SEP 2010 TO 18 NOV 2010

3.7 CHART DETAIL

Chart Detail Information type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

- [Appendix 24](#) - Projection Type and Symbol Specifications
- [Appendix 25](#) - Base Detail Type & Symbol Specifications
- [Appendix 26](#) - Airport Information Type & Symbol Specifications
- [Appendix 28](#) - NAVAID Identification Boxes
- [Appendix 29](#) - FSS/RCO Type & Symbol Specifications
- [Appendix 30](#) - Automated Weather Broadcast System Type & Symbol Specifications
- [Appendix 31](#) - Airspace Information type & Symbol Specifications
- [Appendix 32](#) - Routes - Types
- [Appendix 33](#) - Routes - Data
- [Appendix 34](#) - Navigational & Procedural Information

The following data is required to be shown:

3.7.1 Projection

Projection type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

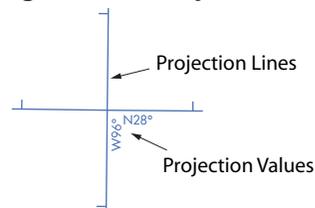
[Appendix 24](#) - Projection Type and Symbol Specifications

3.7.1.1 **General**

Projection lines and ticks shall not be partially deleted or removed for overprinting text or symbols. Projection values may be shifted to provide clarity and avoid unnecessary clutter. Projection values may be eliminated only when absolutely necessary.

Projection lines shall be shown for even degree values of latitude (i.e., N44 degrees, N 46 degrees, etc.) and longitude (i.e., W96 degrees, W98 degrees, etc.) throughout the coverage of the charts. Where latitude and longitude projection lines intersect type for latitudes shall be parallel to and below the latitude line and type for longitudes shall be parallel to and the right of the longitude line.

Figure 3.37 Projection Lines



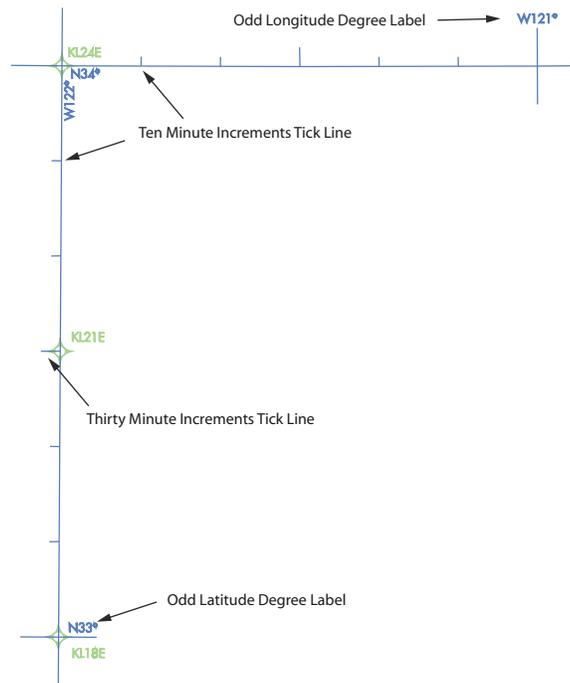
3.7.1.2 **Latitude**

Ten minute increments of latitude shall be shown with .05" lines and thirty minute increments shall be shown with .10" lines on the west side of longitude lines. Odd degrees (i.e., N45 degrees, N47 degrees, etc.) shall be shown with a .40" line centered on the longitude lines. Odd degrees shall be labeled in the Northeast corner of the intersection between the .40" lines and longitude lines.

3.7.1.3 Longitude

Ten minute increments of longitude shall be shown with .05" lines and thirty minute increments shall be shown with .10" lines on the north side of latitude lines. Odd degrees (i.e., W95 degrees, W97 degrees, etc.) shall be shown with a .40" line centered on the latitude lines. Labels for odd degrees shall be shown parallel to the latitude lines and centered above the .40" lines.

Figure 3.38 Latitude and Longitude Increments and Labels



3.7.1.4 (AK) Alaska

3.7.1.4.1 (AK) General

Projection lines shall be shown for every four degrees of latitude (i.e., N48 degrees, N52 degrees, etc.) and eight degrees of longitude (i.e., W168 degrees, W176 degrees, E176 degrees, E168 degrees, etc.) throughout the coverage of the Alaska charts.

3.7.1.4.2 (AK) Latitude

Ten minute increments of latitude shall be shown with .05" lines on the west side of longitude lines (on the east in the eastern hemisphere). Even degrees (i.e., N46 degrees, N50 degrees, N54 degrees, etc.) shall be shown with a .20" line and odd degrees (i.e., N49 degrees, N51 degrees, N53 degrees, etc.) shall be shown with a .10" line, both centered on longitude lines. Even and odd degrees shall be labeled in the Northeast corner of the intersection between the even and odd degree line and the longitude projection, except where projection lines intersect.

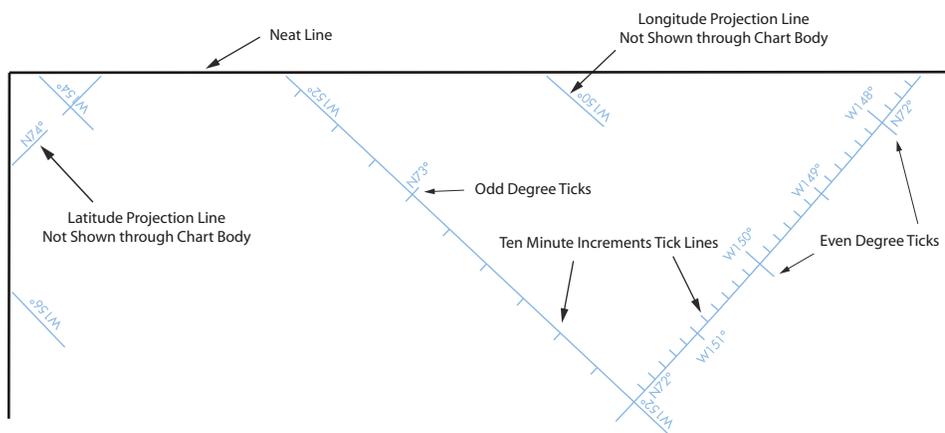
Each even degree of latitude not shown through the body of the chart shall be indicated along the neatline by a latitude projection line extending .40" into the body of the chart. Each such projection line shall be labeled .10" in from the neatline, parallel to and above the latitude projection line.

3.7.1.4.3 (AK) Longitude

Ten minute increments of longitude shall be shown with .05" line perpendicular to and north of latitude lines. Even degrees (i.e., W170 degrees, W172 degrees, W174 degrees, W178 degrees, etc.) shall be shown with a .20" line and odd degrees (i.e., N49 degrees, N51 degrees, N53 degrees, etc.) shall be shown with a .10" line, both centered on latitude lines. Labels for even and odd degrees shall be shown parallel to the latitude lines and centered above the .20" and .10" lines.

Each even degree of longitude not shown through the body of the chart shall be indicated along the neatline by a longitude projection line extending .40" into the body of the chart. Each such projection line shall be labeled .10" in from the neatline, parallel to and below the longitude projection line.

Figure 3.39 (AK) Latitude and Longitude Increments and Labels



3.7.1.4.4 (AK) Seattle Inset Chart

(AK) Seattle Inset Chart shall be shown with the same projection specifications as the continuous U.S. IFR Enroute High Altitude Charts.

3.7.2 Base Detail

Base Detail type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 25](#) - Base Detail Type & Symbol Specifications

3.7.2.1 Shoreline

A generalized shoreline shall be shown for coastal areas, the Great Lakes, Salt Lake and the St. Lawrence Seaway, providing a generalized portrayal that is in proportion to the scale of the chart.

Figure 3.40 Shoreline



3.7.2.2 International Boundary

International boundaries shall be charted and identified by the name of the bordering countries. The names shall be positioned within their respective country area, adjacent and parallel to the boundary. Identification of the boundary shall be shown at sufficient intervals along the boundary, at least once between external folds.

Figure 3.41 International Boundary Lines



When the international boundary and the delimiting lines of an ARTCC, ADIZ or FIR coincide, the international boundary symbol shall not be shown; however the country names shall be retained (Refer to Section [3.7.7.3](#)).

3.7.2.3 (AK) United States/Russia Maritime Boundary

The United States/Russia Maritime Boundary shall be charted and identified by the name of the countries. The names shall be positioned within their respective country area, adjacent and parallel to the boundary. Identification of the boundary shall be shown at sufficient intervals along the boundary, at least once between external folds.

Figure 3.42 United States/Russian Maritime Boundary



When the United States/Russia Maritime Boundary and other linear boundary symbols coincide, the maritime boundary symbol shall be offset.

3.7.2.4 Time Zones

Time zone boundaries shall be shown and identified by name and plus or minus the number of hours needed to equal Coordinated Universal Time (UTC), (e.g., Eastern Std + 5 = UTC). Time zones shall be identified on both sides of the time zone boundary, as near the chart neat line as space allows.

Figure 3.43 Time Zones



When other linear features coincide with the time zone boundaries, then the time zone boundary shall be offset (Refer to Section 3.7.7.3).

3.7.2.5 International Date Line

The International Date Line shall be shown and identified by the type “International Date line”, placed adjacent and parallel to the boundary. Additional type, “Sunday” placed East of the date line and “Monday” placed West of the date line, shall be stacked, placed adjacent and parallel to the date line. Identification of the boundary shall be shown at sufficient intervals along the boundary and shall be readable in relation to True North.

When other linear features coincide with the International Date Line boundaries, then the International Date Line boundary shall be offset (Refer to Section 3.7.7.3).

Figure 3.44 International Date Line



3.7.2.6 Lines of Equal Magnetic Variation (Isogonic Lines)

Isogonic lines and values shall be shown for each 4 degrees of variation (i.e., 0°, 4°E, 8°E, etc.) throughout the body of the chart. Isogonic lines shall be based on a five (5) year epoch. The value of each isogonic line shall be centered on and breaking the isogonic line, approximately 1” from the neatline of the chart.

Figure 3.45 Lines of Equal Magnetic Variation (Isogonic Lines)



3.7.2.7 Registration Guide Marks for Wall Chart Assembly

The High Enroute chart series allows a dual purpose: available folded for in-flight use and unfolded and assembled for use as a wall planning chart. In order to align adjoining charts, registration guide marks, in the form of half airplane silhouettes are used. When half symbols are joined to create the complete airplane, the charts should be in perfect alignment. Registration guide marks shall be placed only on charts H-1 through H-11. On all charts that adjoin H-12 there shall be no registration guide marks referencing H-12.

Alignment of registration guide marks is critical to insure that aeronautical information matches when the charts are assembled. Care should be taken in compilation to provide for similar location of adjoining data on matching charts.

The registration guide marks shall be positioned far enough apart along each adjoining chart edge to afford the most accurate chart alignment possible. However, care should be exercised in the placement of registration guide marks in order to avoid overprinting.

The airplane silhouette shall be encompassed by a continuous line. The line shall not be shown along or at the joining edge, or middle of the airplane symbol.

Figure 3.46 Registration Guide Mark (Airplane Silhouette)



3.7.3 Airports

Airport type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 26](#) - Airport Information Type & Symbol Specifications

3.7.3.1 Charting Criteria

Airports that are operational or closed indefinitely, with the longest hard surface being a minimum of 5000 feet (before rounding), shall be charted. For runways that are a combination of hard and soft surfaces, only the hard surface portion will be considered for the runway length.

(AK) Airports that are operational or closed indefinitely, with the longest hard or soft surface runway being a minimum of 4000 feet (before rounding), shall be charted.

Airports that have received an “Objectionable” airspace determination from the FAA Office Airports shall not be charted.

Additional selected airports consistent with the purpose of the IFR Enroute High Altitude chart series may be charted. These additional selected airports shall be identified by the FAA or DoD.

3.7.3.2 Airport Symbology

Airports shall be symbolized as either military, civil, or civil-military airports. Federal airports, i.e., NASA (National Aeronautics and Space Administration), USFS (United States Forest Service), etc., shall be symbolized as civil airports.

Figure 3.47 Airport Classification/Symbology



Airports shall be shown in blue if they have an Instrument Approach Procedure (IAP) or RADAR MINIMA published in the DoD Terminal High Altitude Flight Information Publication (FLIP). Airports shall be shown in green if they have an approved IAP or RADAR MINIMA published only in the FAA Terminal Procedures Publications. Airports with IAPs published in Canada-approved IAP publications shall be shown in green. Airports not having an approved IAP shall be shown in brown.

Figure 3.48 IAP Airport Symbology



Airports shall be plotted to true geographical position unless in conflict with a NAVAID at or close to the same location. In such cases, the airport may be displaced from, or superimposed upon (in the case of collocated NDB's) the NAVAID. When displacing, the relationship between the airport and the NAVAID shall be retained.

3.7.3.3 Airport Abbreviations

If an airport name includes any of the following terms then that portion of the name shall be abbreviated using the list below. Periods published in the official airport name shall not be shown (ex., V.S. Watson Regional will be shown as V S Watson Rgnl).

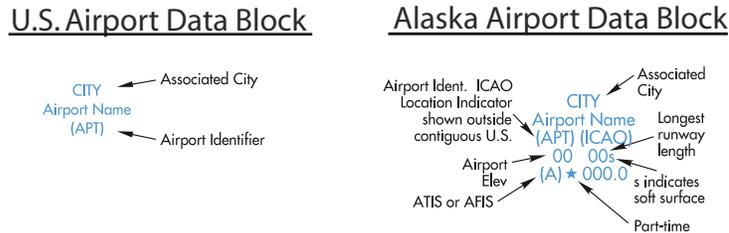
Table 3.4 Airport Abbreviations

General Airport Abbreviations		Military/Federal Airport Abbreviations	
Airpark	Arpk	Army Air Field	AAF
Airport	Arpt	Air Force Base	AFB
County	Co	Air Force Reserve Base	ARB
Executive	Exec	Marine Corps Air Station	MCAS
Field	Fld	Naval Air Facility	NAF
Intercontinental	Intcntl	Naval Auxiliary Landing Field	NALF
International	Intl	Naval Air Station	NAS
Memorial	Mem	National Air & Space Administration	NASA
Metropolitan	Metro	Naval Air Weapons Station	NAWS
Municipal	Muni	Naval Outlying Field	NOLF
Private	Pvt	Strategic Expeditionary Landing Field	SELF
Regional	Rgnl	U.S. Forest Service	USFS

3.7.3.4 Airport Data Block

The airport data block shall contain, when applicable, associated city name(s), the airport name, and airport identifier and shown in the same color as its associated airport symbology. For airports in (AK) refer to paragraph 3.7.3.4.4.

Figure 3.49 Airport Data Block



3.7.3.4.1 Associated City Name(s)

Associated city names shall be shown only for U.S. public airports. In Canada, associated city names shall be shown for public airports only if the airport is included in the AF/D, the Terminal Procedure Publications or the Alaska Supplement. Private and military airports associated city names shall not be shown.

When the associated city name is the same as the airport name, or the first name of a multiple-named airport, the city name shall not be shown. In cases where multiple cities are associated with the same airport, all city names shall be shown.

The associated city name shall be all caps and shown centered above the airport name. In congested areas, the city name may be placed on the same line with the airport name separated by a “/”.

Figure 3.50 Associated City Names



3.7.3.4.2 Airport Names

Official airport names shall be shown in their entirety. Private use airports shall be additionally identified with the abbreviation “Pvt” immediately following the airport name. For military airports the appropriate military abbreviations i.e., AFB, NAS, NAF, MCAS, AAF, etc., shall immediately follow the airport name. Federal airports, i.e., NASA (National Aeronautics and Space Administration), USFS (United States Forest Service), etc., shall show the appropriate abbreviations preceding the airport name. For very long airport names or because of congested charting the airport name may be placed on multiple lines.

Figure 3.51 Airport Names



3.7.3.4.3 Airport Identifiers

For public and military airports within the contiguous U.S., the FAA airport identifier will be placed in parenthesis immediately after the airport name or on the second line if more appropriate. For private airports in the contiguous U.S., the FAA airport identifier will be placed in parenthesis centered on the line immediately following the word “Pvt”. Airports outside the contiguous U.S. shall be charted with both the FAA airport identifier, if one exists, and the ICAO location identifier, if one exists. All zeros used as part of the airport identifier shall have the zero shown with a slash.

Figure 3.52 Airport Identifiers



3.7.3.4.4 (AK) Alaska Airport Information

Airports charted on (AK) H-1/H-2 and on the Seattle Inset chart shall have the following information centered on the lines below the airport identifier(s):

Figure 3.53 (AK) Airports on (AK) H-1/H-2 & Seattle Inset



3.7.3.4.4.1 (AK) Airport elevation

The airport elevation shall be the highest point on an airport’s usable runways. Elevations are expressed in feet above or below mean sea level (MSL). When the elevation is at sea level, the elevation shall be charted as “00”. If the elevation is below sea level a minus (-) shall precede the figure.

3.7.3.4.4.2 (AK) Runway length

Runway length shall be the actual length of the longest runway including displaced threshold(s), but excluding those areas designated as overruns. The runway length shall be shown in hundreds of feet, using 70 feet as the division point for the next highest hundred (ex., 59 shall be used to indicate a runway of 5870 feet).

3.7.3.4.4.3 (AK) Runway surface

Hard surface runways are considered to be: (ASP) Asphalt, Bed Rock, Brick, (CON) Concrete. When the longest runway length is not a hard surface, a small letter “s” shall be shown following the runway length to indicate a soft surface.

Figure 3.54 (AK) - Soft Surface Runway designator



3.7.3.4.4.4 (AK) Automatic Terminal Information Service (ATIS)

ATIS shall be indicated by an “(A)”, followed by the specific frequency(ies) centered on the line immediately below the elevation and runway length. A star shall be shown immediately preceding each frequency when operation is less than continuous.

When the service is provided on one frequency for both arrival and departure information, it shall be shown as: (A) 111.8

When the service is provided on more than one frequency for both arrival and departure information, it shall be shown as: (A) 113.9 124.2

When the service provided is either arrival and/or departure on different frequencies, it shall be shown as:

(A) ARR 121.7 DEP 124.2

or

(A) ARR 111.2 DEP 115.4 115.9

3.7.3.4.4.5 (AK) Automatic Flight Information Service (AFIS)

AFIS shall be indicated by the letter “(A)” and the specific frequency/ies, centrally positioned immediately below the airport elevation and runway length. A star shall be shown to the left of each frequency when operation is less than continuous.

3.7.4 Radio Aids to Navigation (NAVAIDs)

NAVAID type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 28](#) - NAVAID Identification Boxes

3.7.4.1 Charting Criteria

Only public-use NAVAIDs, private-use military owned and operated TACANS, and (outside of U.S. airspace) private-use NAVAIDs utilized in the definition of an airway that are specified for use in the enroute high structure shall be charted.

VHF/UHF NAVAIDs with the Standard Service Volume (SSV) of “H” shall be charted. VHF/UHF NAVAIDs with the SSV of “L” or “T” shall be charted only when designated by the FAA or DoD. LF/MF NAVAIDs shall be charted when used to define a route, fix or holding pattern designated for use in the high enroute structure. Marine Radio Beacons may be charted only when authorized by the FAA or DoD.

NAVAIDs in foreign airspace required to provide continuity or consistent with the purpose of the IFR Enroute High Altitude chart series should be charted.

3.7.4.2 NAVAID Symbology

NAVAIDs shall be symbolized as either a VOR, VOR/DME, TACAN, VORTAC, NDB, or NDB/DME. The color of the NAVAID text and the facility identification box shall match the color of the associated NAVAID symbol. NAVAIDs shall be plotted to their true geographic position.

Figure 3.55 NAVAID Types & Symbology

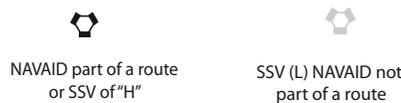


If a NAVAID is designated as a flyover enclose the NAVAID symbol in a circle, (i.e., ).

3.7.4.2.1 NAVAID Standard Service Volume (SSV)

VHF/UHF NAVAIDs with a SSV of “H” shall be shown in black. Any VHF/UHF NAVAID regardless of its SSV used to define a route shall be shown in black. VHF/UHF NAVAIDs with the SSV of “L” or “T” designated for high altitude use but not part of a route shall be shown in 45% black.

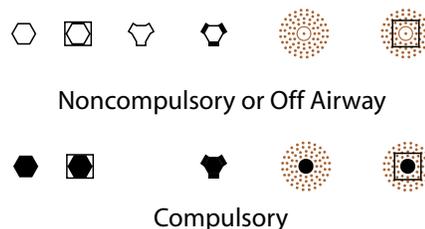
Figure 3.56 NAVAID SSV and Route Use



3.7.4.3 NAVAID Compulsory & Non-Compulsory Reporting Symbology

All NAVAIDs upon which routes are predicated shall be considered and depicted as having Non-Compulsory reporting function, unless otherwise designated.

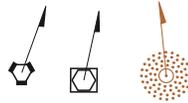
Figure 3.57 NAVAID Symbols with Compulsory and Non-Compulsory Reporting



3.7.4.4 NAVAID North Arrow

NAVAIDs shall be shown with a North arrow oriented to slave magnetic North. The North arrow shall be the same color as the NAVAID symbol. The North arrow shall originate from the center of the NAVAID symbol.

Figure 3.58 NAVAID North Arrow Orientation



3.7.4.5 Compasses Roses

Compass roses shall be charted centered on those NAVAIDs which have routes predicated on them. Compass roses may be shown around other NAVAIDs where placement of the compass rose does not create additional unnecessary clutter or congestion. If compass roses overlap and congestion hinders readability, the compass rose of the NAVAID with the most congestion may be deleted. Compass roses shall be shown oriented to slave magnetic North. Cardinal direction values shall not be shown. Compass roses shall be .75" in diameter and in very congested areas may be reduced in size to .5" in diameter.

Figure 3.59 Compass Roses



3.7.4.6 NAVAID Identification Boxes

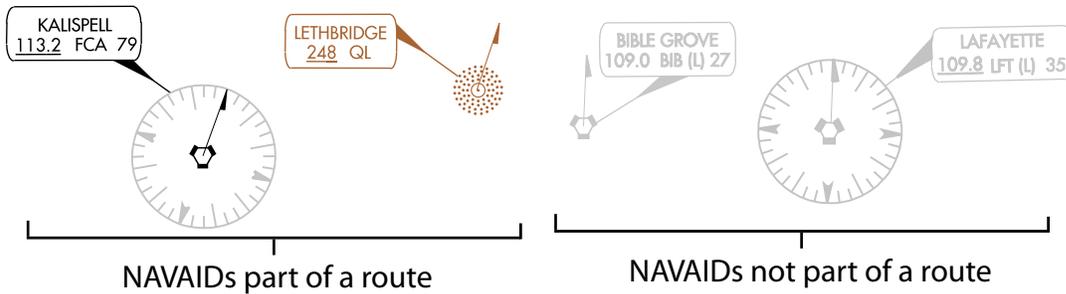
3.7.4.6.1 General

NAVAID data shown in the NAVAID identification box shall include the official NAVAID name, frequency with associated channel number, location identifier, and when specified; the coordinates and standard service volume (SSV). Periods shall not be shown in official NAVAID names.

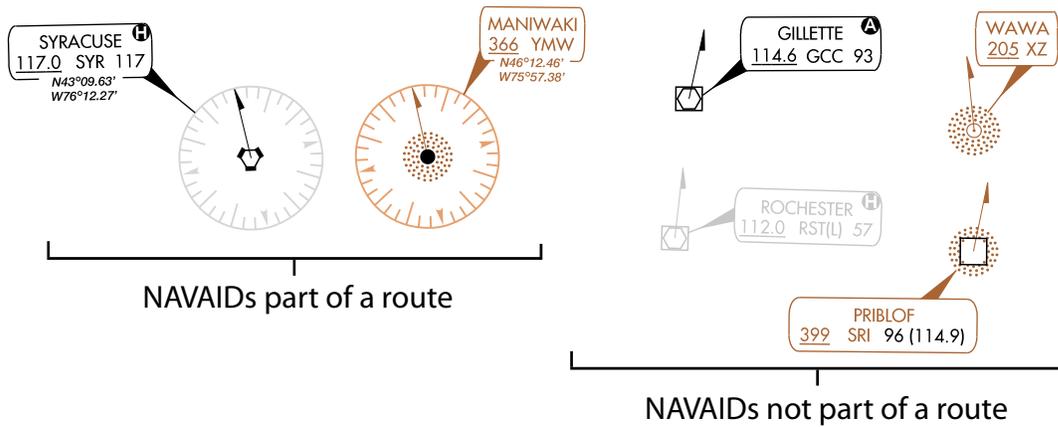
The NAVAID identification box shall be of a size consistent with the information contained within. NAVAID identification boxes and data shall be the same color as the NAVAID symbol.

Pointers shall be shown extending from the identification boxes to the appropriate compass rose or to the NAVAID symbol when the NAVAID is not part of the route and a compass rose is not charted

Figure 3.60 NAVAID Identification Boxes and Associated Pointer



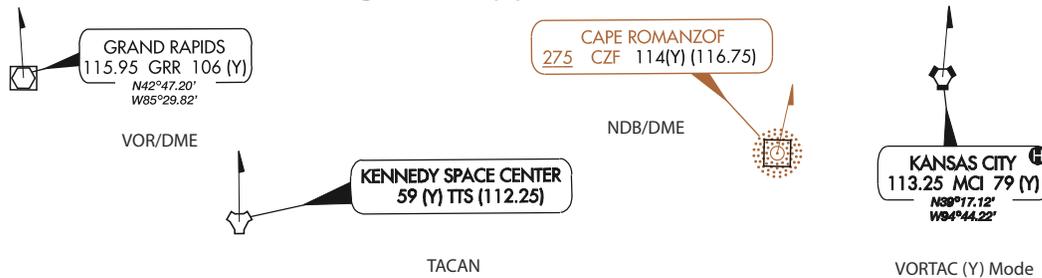
Above is the previous depiction.
 Below is the proposed revision.



3.7.4.6.2 Y Mode Channel

VOR/DME, TACAN, NDB/DME, VORTAC and LOC/DME facilities that operate in Y-mode for DME reception, shall be shown with a (Y) suffixed to the channel number, e.g., 90(Y). See appropriate NAVAID paragraph for examples.

Figure 3.61 (Y) Mode Channel



3.7.4.6.3 No Voice, Part Time and on Request Frequencies

NAVAID frequencies shall be underlined when voice on the frequency is unavailable. TACAN frequencies shall not be underlined. NAVAIDs part time or on request shall be indicated by placing a star symbol immediately before the frequency.

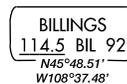
Figure 3.62 NAVAIDs - No voice, Part Time & On Request Frequencies



3.7.4.6.4 Geographic Coordinates

NAVAIDs upon which a route is predicated shall have the coordinates for that NAVAID shown to the hundredth of a minute. The coordinates shall be stacked, centered, and breaking the bottom of the facility identification box.

Figure 3.63 NAVAIDs - Coordinates



3.7.4.6.5 Standard Service Volume Classifications (SSV)

VOR, VOR/DME, VORTAC and TACAN NAVAIDs shall indicate the SSV when other than "H" (High Altitude). A capital letter "T" (Terminal) or "L" (Low Altitude) in parentheses shall be shown following the NAVAID identifier within the facility identification box.

Figure 3.64 NAVAIDs - Standard Service Volume

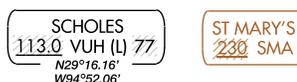


NAVAIDs that have an SSV of "H" (High Altitude) shall not be indicated as such on the chart.

3.7.4.6.6 Abnormal Status

NAVAIDs published as "Shutdown" shall be charted. The applicable frequency and/or channel shall be overprinted with diagonal lines in a NE to SW direction.

Figure 3.65 NAVAIDs - Abnormal Status



The diagonal line symbol shall also overprint the applicable frequency or channel number that are shown within a facility locator boat.

3.7.4.7 NAVAID Types

3.7.4.7.1 VHF Omnidirectional Range Station (VOR)

VOR stations shall be identified by the VOR symbol. The NAVAID identification box shall contain the NAVAID name on the first line. The second line shall contain, in the order listed, the frequency, the identification letters and as appropriate the SSV.

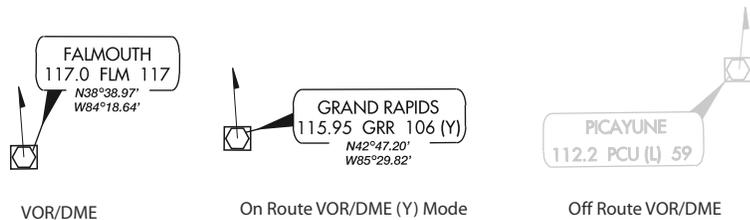
Figure 3.66 VOR



3.7.4.7.2 VHF Omnidirectional Range Station and Distance Measuring Equipment (VOR/DME)

VORs with DME shall be identified by the VOR/DME symbol. The NAVAID identification box shall contain the NAVAID name on the first line. The second line shall contain, in the order listed, the frequency, the identification letters and as appropriate the SSV, and the applicable channel number located after the identification letters.

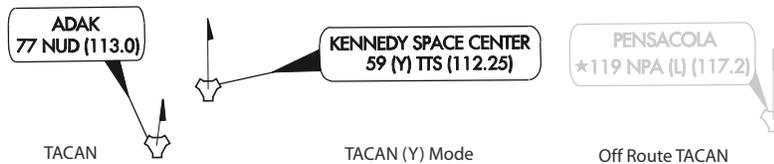
Figure 3.67 VOR/DME



3.7.4.7.3 Tactical Air Navigation (TACAN)

TACAN facilities shall be identified by the TACAN symbol. The NAVAID identification box shall contain the NAVAID name on the first line. The second line shall contain, in the order listed, the TACAN channel, the identification letters and as appropriate the SSV and the paired VHF frequency. If shown, the SSV and the paired VHF frequency shall each be shown enclosed in parentheses immediately following the TACAN identifier.

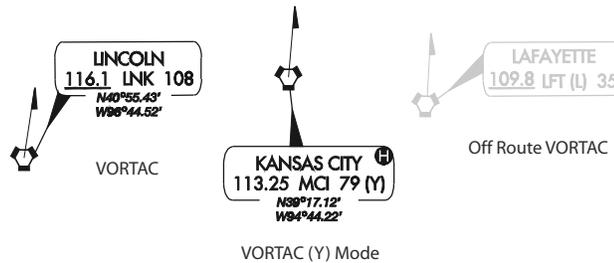
Figure 3.68 TACAN



3.7.4.7.4 VHF Omnidirectional Range – Tactical Air Navigation (VORTAC)

VORTAC facilities shall be identified by the VORTAC symbol. The NAVAID identification box shall contain the NAVAID name on the first line. The second line shall contain, in the order listed, the frequency, identification letters and as appropriate the SSV and the DME channel.

Figure 3.69 VORTAC



3.7.4.7.5 Non-Directional Radio Beacons (NDB)

NDBs shall be identified by the NDB symbol. The NAVAID identification box shall contain the NAVAID name on the first line. The second line shall contain the frequency followed by the identification letters.

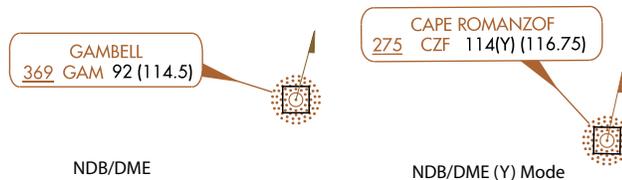
Figure 3.70 NDB



3.7.4.7.6 Non-Directional Radio Beacons & Distance Measuring Equipment (NDB/DME)

NDB/DMEs shall be identified by the NDB/DME symbol. The NAVAID identification box shall contain the NAVAID name on the first line. The second line shall contain, in the order listed, the frequency the identification letters, the DME channel and its paired frequency enclosed in parentheses. DME Channel and frequency shall be shown in black.

Figure 3.71 NDB/DME



3.7.4.7.7 Marine Radio Beacons

Marine Radio Beacons shall be symbolized and identified in the same manner as described for Non-Directional Radio Beacons. Refer to Section 3.7.4.7.5.

3.7.5 Flight Service Stations (FSS) & Remote Communication Outlets (RCOs)

FSS & RCO type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

All FSS with high altitude frequencies and those RCOs served by the FSS shall be charted and shown by name and identification letters. All RCO frequencies shall be depicted.

References:

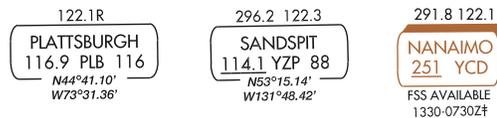
[Appendix 29](#) - FSS/RCO Type & Symbol Specifications

3.7.5.1 Frequencies

All high altitude FSS frequencies, except as stated below, shall be shown. FSS standard frequencies in the United States (122.2, 255.4 and emergency 121.5, 243.0) and Canada (121.5, 126.7 and 243.0) shall not be shown. FSS frequencies that transmit or receive only shall be indicated by a “T” or “R”, respectively, following the frequency.

FSS frequencies shall be shown centered above the FSS shadow box. If more than one high altitude frequency is shown, then the frequencies shall be in descending order, left to right.

Figure 3.72 FSS Frequencies



3.7.5.2 FSS Associated with a NAVAID

A FSS and a NAVAID may be collocated on the charts if the FSS and NAVAID have the same name, identifier, and are located within 10 NM’s of each other. These collocated FSS and NAVAID identification boxes shall be shown as a shadow box.

Frequencies for an FSS collocated with a LF/MF NAVAID shall be shown in black while the shadow box shall be shown in brown.

Figure 3.73 FSS Associated with the NAVAID



3.7.5.3 FSS Not Associated with a NAVAID

FSS not associated with a NAVAID shall be charted as a single line FSS shadow box. FSS name and identifier shall be shown within the box. Those FSS in Canada shall only show the FSS name (no identifier). FSS frequencies other than the standard group frequencies shall be centered above the shadow box. If more than one frequency is shown, then the frequencies should be shown in descending numerical order, left to right. FSS shall be charted at its true geographic position indicated by a circle and dot symbol. A pointer shall be used, extending from the FSS shadow box to the location symbol. If a FSS is located at or in close proximity to an airport, then the airport symbol shall suffice for the location symbol.

Figure 3.74 FSS Not Associated with a NAVAID



3.7.5.4 Part-time FSS

Part-time FSS shall be supplemented with a note describing the operational hours and alternate FSS. Operating hours shall be shown as UTC. The note should be placed immediately below the FSS shadow box.

Figure 3.75 Part-time FSS



3.7.5.5 RCO Associated with NAVAIDs

RCOs or Dial-up Remote Communications Outlet (DRCO) in Canada may be collocated with NAVAIDs if they are associated with the same FSS, have the same name and are located within 10NMs of each other. These collocated RCOs or DRCOs shall show the FSS frequency remoted to the RCO/DRCO, centered above the NAVAID box and the name of the FSS providing the service enclosed with “L” brackets below the NAVAID box. If more than one frequency is shown, then the frequencies shall be shown in descending numerical order, left to right. In Canada, DRCO frequencies shall be charted with a “D” following the frequency (e.g., 123.55D).

Figure 3.76 RCOs Associated with a NAVAID

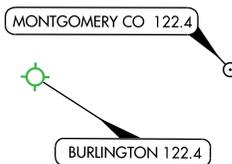


3.7.5.6 RCO Not Associated with a NAVAID

RCOs or Dial-up Remote Communications Outlet (DRCO) in Canada, not associated with a NAVAID shall be charted as a single line box. RCO/DRCO FSS name and frequency shall be shown within the box. If more than one frequency is charted, then the frequencies should be shown in descending numerical order, left to right.

RCO/DRCOs shall be charted at their true geographic position with a circle and dot symbol. A pointer shall be used, extending from the RCO/DRCO identification box to the location symbol. If the RCO/DRCO is located at or in close proximity to an airport, then the airport symbol shall suffice for the location symbol.

Figure 3.77 RCOs Not Associated with a NAVAID



3.7.6 Automated Weather Broadcast System

Automated Weather Broadcast System type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 30](#) - Automated Weather Broadcast System Type & Symbol Specifications

3.7.6.1 Automated Weather Broadcast Service Associated with a NAVAID

Automated weather broadcast system(s) associated with a NAVAID shall be indicated by using the appropriate symbol(s) as shown below. If only one service is available the symbol shall be placed in the upper right corner of the NAVAID box. A second service that is available shall have the symbol placed in the upper left hand corner.

Figure 3.78 Automated Weather Broadcast Systems

- Ⓐ Automated Surface Observing System (ASOS) or Automated Weather Observing System (AWOS)
- Ⓜ Hazardous Inflight Weather Advisory Service (HIWAS)
- Ⓣ Transcribed Weather Broadcast (TWEB)

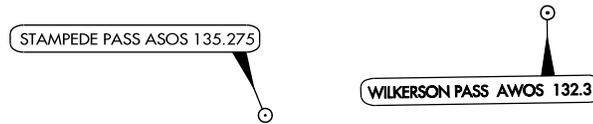
Figure 3.79 Automated Weather Broadcast System Associated with a NAVAID



3.7.6.2 Stand Alone AWOS & ASOS

Stand alone AWOS and ASOS, (i.e., not associated with an airport or NAVAID) shall be identified by name, type of facility, and frequency and charted as a single box. These systems shall be charted to their true geographical position, indicated by a circle and a dot symbol. A pointer shall be used extending from the AWOS or ASOS box to the location symbol.

Figure 3.80 Stand Alone AWOS & ASOS



3.7.7 Airspace Information

Airspace type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 31](#) - Airspace Information type & Symbol Specifications

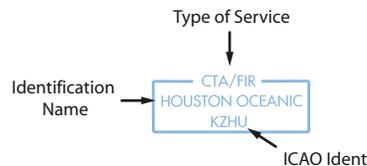
3.7.7.1 General Air Traffic Service (ATS) Area Information

The information described in this section is in addition to the boundary or limits of the areas as described under the individual subject sections. ATS areas include Flight Information Regions (FIR), Upper Information Regions (UIR), Control Areas (CTA) and Upper Control Areas (UTA). Informational content for ATS areas applicable to the enroute high altitude structure shall be shown.

ATS information shall be shown centered, enclosed within a box. The ATS box shall be positioned as near the center of the area as possible. The ATS box and information may be repeated depending on the size of the ATS area charted. If the ATS box is placed outside the ATS area then a pointer shall be used, extending from the box into the area.

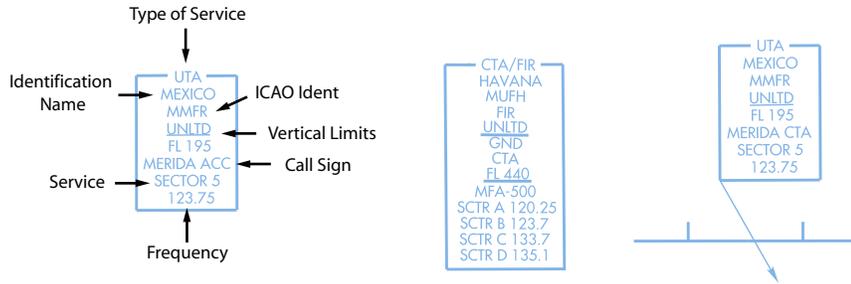
U.S. controlled facility ATS information shall include: type of service, identification name and ICAO ident.

Figure 3.81 General Air Traffic Service (ATS) Area Information - U.S



Foreign controlled facility ATS information shall include, where available: type of service, identification name, ICAO ident, vertical limits of control when designated with the upper and lower limits separated by a line, the call sign, and all applicable frequencies paired to the appropriate service.

Figure 3.82 General Air Traffic Service (ATS) Area Information - Foreign



3.7.7.2 Airspace Notes

3.7.7.2.1 United States Airspace Notes

The following FAA ATS note shall be positioned in an open water area on all charts depicting airspace assignments beyond the territorial limits of the United States.

Figure 3.83 U.S. Airspace Note

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

3.7.7.2.2 Foreign Airspace Notes - Canada

The following airspace note for Canada shall be enclosed within a box and positioned inside Canadian airspace near the Canadian/U.S. border. If congestion does not permit placement within Canadian airspace, the box may be placed within the U.S. The airspace note shall be placed once between external chart folds.

Figure 3.84 Canadian Current Source Note

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE

The following airspace note for Canada shall be enclosed within a box and charted at least once within Canadian airspace.

Figure 3.85 Canadian Airspace Classification Note

AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (DOD USERS SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND THE UNITED STATES

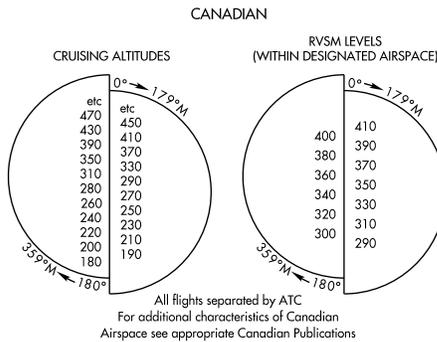
The following airspace note for Canada shall be charted once within the Canadian Southern Control Area airspace.

Figure 3.86 Canadian Southern Control Area Note

SOUTHERN CONTROL AREA
 A. ALL FLIGHTS AT OR BELOW FL 600
 WILL BE CONDUCTED IN ACCORDANCE WITH
 THE INSTRUMENT FLIGHT RULES AND, THERE-
 FORE, REQUIRE AN ATC CLEARANCE
 B. "1000 ON TOP" FLIGHTS WILL NOT BE
 PERMITTED AT OR BELOW FL 600
 C. ALTIMETERS WILL BE SET TO STANDARD
 PRESSURE (29.92 INS. OF MERCURY OR
 1013.2 MBS)

The following Canadian Cruising Altitude Diagram shall be shown once within Canadian air-
 space:

Figure 3.87 Cruising Altitude Diagram - Canada



3.7.7.2.3 Foreign Airspace Notes - Mexico

The Mexican High Altitude and Altimeter airspace notes shall be enclosed within boxes (the Report to FAA airspace note shall not be placed within a box) and positioned in Mexican air-
 space near the Mexico/U.S. border. These airspace notes shall be placed once between external
 chart folds.

Figure 3.88 Mexican Airspace Notes

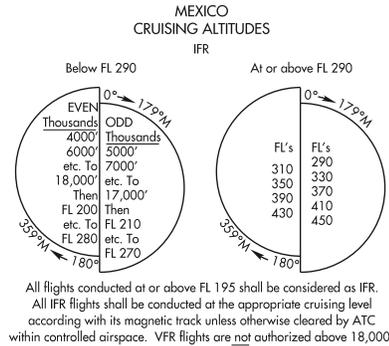


Figure 3.89 Mexican "Report to FAA" Note

REPORT TO FAA RADIO
 PRIOR TO ENTERING ADIZ

The following Mexican Cruising Altitude Diagram shall be shown once within the Mexican airspace:

Figure 3.90 Cruising Altitude Note -Mexico



3.7.7.2.4 Foreign Airspace Notes - All Excluding Canada

The following airspace note for Mexico and other foreign airspace excluding Canada shall be positioned in the foreign airspace near the U.S. border. The airspace note shall be placed once between external chart folds.

Figure 3.91 Foreign Airspace Notes - DoD Users

DOD USERS
REFER TO CURRENT DOD (NGA) CHARTS
AND FLIGHT INFORMATION PUBLICATIONS FOR
INFORMATION OUTSIDE OF U.S. AIRSPACE

3.7.7.2.5 Foreign Airspace Notes - Havana FIR

The following note shall be positioned near the Havana FIR boundary.

Figure 3.92 Foreign Airspace Notes - Havana FIR

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

3.7.7.2.6 Other Miscellaneous Airspace Notes

Other miscellaneous airspace notes approved by the appropriate authority should be placed as near the airspace affected as possible.

Figure 3.93 Miscellaneous Airspace Notes - Examples

SPECIAL NOTICE
A SPECIAL RULE IN EFFECT REQUIRES
PILOTS TO OBTAIN AN ATC CLEARANCE
WHEN OPERATING BETWEEN R-2914A,
R-2915A, R-2915B AND R-2919A;
ALSO THE AIRSPACE WITHIN R-2914B,
R-2915C, AND R-2919B. ALTITUDES
FOR VFR FLIGHT ARE AVAILABLE.
CONTACT GAINESVILLE RADIO AND
EGLIN RAPCON FOR INFORMATION

N BND ABV FL240
CALL MIAMI CTR PRIOR
TO MIAMI CTA/FIR
307.3 133.9 ON UA758, UA509

3.7.7.3 Airspace & Airspace Boundaries

3.7.7.3.1 Collocated Liner Features

The following shall be used as a guide in the portrayal of linear features when such features are collocated or occupy the same delimiting line or boundary. Refer to Sections 3.7.7.3.3 through 3.7.7.3.9 for specific graphic examples.

The international boundaries shall not be shown when collocated with an ARTCC, ADIZ, or FIR (Refer to Section 3.7.2.2 International Boundaries).

The Oceanic Control Area (OCA) boundaries shall not be shown when collocated with an ADIZ or FIR.

The ARTCC boundaries shall be offset to the ARTCC area side when collocated with an ADIZ or FIR.

The ARTCC and SUA boundaries shall be superimposed and not offset when an ARTCC is collocated with an internal or external SUA boundary.

A common delimiting line shall be used when an ADIZ and FIR boundaries are collocated.

3.7.7.3.2 Controlled Airspace

Airspace designated as high altitude controlled airspace shall be shown. Controlled airspace shall include Class A (includes Offshore Airspace Areas), Control Areas (CTA), Upper Control Areas (UTA), Oceanic Control Areas (OCA) and foreign controlled airspace within the high altitude airspace structure. Controlled airspace shall be shown as open white areas (i.e., absent of brown tint).

3.7.7.3.3 Uncontrolled and Unclassified Airspace

Uncontrolled airspace (Class G) and that portion of airspace that has not been classified as controlled shall be shown. All airspace within Russia will be shown as uncontrolled.

Figure 3.94 Uncontrolled/Unclassified Airspace



3.7.7.3.4 Air Defense Identification Zones (ADIZ) and Defense Areas

ADIZ boundaries shall be shown and identified by name (ex., ALASKA ADIZ, CANADA ADIZ, CONTIGUOUS U.S. ADIZ).

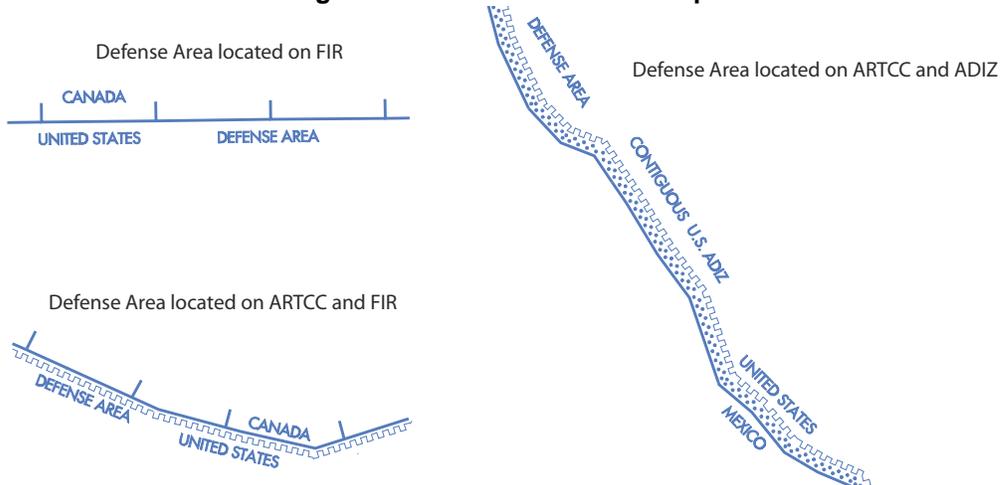
The conterminous U.S. Defense Area shall only be identified along the Mexican and Canadian international boundaries with the text “DEFENSE AREA” and shall not be labeled when beyond the U.S. continental limits.

ADIZ and Defense Area identifications shall be positioned within their respective areas, adjacent and parallel to the boundary symbol, and should appear at least once between external chart folds or as frequently as necessary in order to readily identify the boundary.

Figure 3.95 ADIZ Boundaries

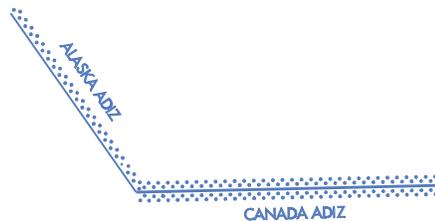


Figure 3.96 Defense Area Examples



When ADIZ adjoin one another, i.e., share a common boundary, two parallel rows of dots shall be shown on either side of the common boundary.

Figure 3.97 Adjoining ADIZ Boundaries



When an international boundary, projection line, OCA, or other linear feature shares a common boundary with an ADIZ or is the dividing line between two ADIZ, the linear features symbology shall suffice for the boundary line of the ADIZ.

When an FIR boundary coincides with the boundary of an ADIZ, the ADIZ symbol without the line shall be positioned adjacent to the FIR symbol, utilizing a common delineating line.

Figure 3.98 FIR Boundary Coincides with the Boundary of an ADIZ



3.7.7.3.5 Control Areas (CTA), Upper Control Areas (UTA) and Oceanic Control Areas (OCA)

CTA, UTA and OCA boundaries shall be shown and identified by name and ICAO identifier. Identification shall be positioned within the area, adjacent and parallel to the boundary and should appear at least once between external chart folds or as frequently as necessary in order to readily identify the boundary.

Figure 3.99 CTA, UTA and OCA Boundaries



Vertical limits associated with a CTA, UTA or OCA shall be shown on the second line from the boundary.

Figure 3.100 CTA, UTA, or OCA Vertical Limits



When Air Traffic Control is implemented in conjunction with a FIR or UIR, then the area shall be designated as a CTA/FIR (UTA/FIR) or OCA/FIR. The boundary shall be identified by name, type of area and ICAO identifier.

Figure 3.101 CTA/FIR Boundaries



3.7.7.3.6 Flight Information Regions (FIR) and Upper Information Regions (UIR)

Boundaries of Flight Information Regions (FIR) and Upper Information Regions (UIR) shall be charted and identified by name and ICAO identifier. Identification shall be positioned within the area, adjacent and parallel to the boundary line and should appear at least once between external chart folds or as frequently as necessary in order to readily identify the boundary. FIR and UIR boundaries shall be symbolized with ticks and inverted capital ‘U’s, respectively.

Figure 3.102 FIR and UIR Boundaries



Overlying FIR and UIR areas sharing a common boundary line shall be shown with the same spacing, but alternating the FIR tick and the UIR ‘U’.

Figure 3.103 Overlying FIR and UIR Areas



FIR and UIR areas adjoining one another shall be shown with the tick marks and the ‘U’ on the appropriate sides of the common boundary, in an alternating pattern.

Figure 3.104 Adjoining FIR and UIR Areas



3.7.7.3.7 Air Route Traffic Control Center (ARTCC), Area Control Center (ACC) and Remote Center Air/Ground (RCAG)

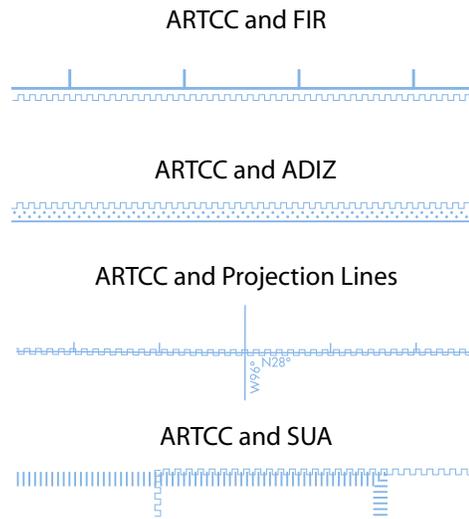
ARTCC boundaries and their foreign equivalents shall be shown and identified by the Center name. Identification shall be positioned within the respective area, adjacent and parallel to the boundary. Identification should appear at least once between external chart folds or as frequently as necessary in order to readily identify the boundary.

Figure 3.105 ARTCC Boundary



When ARTCC boundaries and their foreign equivalents appear with other linear symbols, they shall be shown offset to one side, adjacent and parallel to the other linear symbols. The ARTCC, when collocated with an ADIZ or FIR, shall be offset to the side of the ARTCC area. The ARTCC symbol shall not be offset from the Projection or SUA external or internal boundaries.

Figure 3.106 ARTCC Boundaries Collocated with Other Linear Symbols



Remote Communications A/G (RCAG) facility sites and their Canadian equivalents shall be shown and identified by the ARTCC name, the remoted site name, and applicable high altitude VHF and UHF discrete frequency, enclosed within a box. Only one VHF and one UHF high discrete frequency shall be shown. The RCAG box should be located in the approximate geographical position of the remoted site. A location symbol for the site will not be shown.

Figure 3.107 Remote Communications A/G



3.7.7.3.8 Continental Control Boundary (U.S.)

The boundary of the U.S. Continental Control (12 mile limit) shall be shown. There shall be no identification of the Continental Control boundary. A continuous unbroken line shall indicate the boundary.

Figure 3.108 U.S. - Continental Control Boundary



Figure 3.109 U.S. - Continental Control Boundary - Example



3.7.7.3.9 Offshore Airspace Areas

Offshore Airspace Areas outside of Class A airspace shall be shown as open white areas (controlled airspace) and identified by name. Identification shall be positioned within the respective area, adjacent and parallel to the boundary symbol. Identification should appear at sufficient intervals along the boundary, at least once between external chart folds. A continuous line shall indicate the boundaries of an area, as space permits. Notes pertaining to Offshore Airspace Areas shall be shown centered within or immediately outside the area.

Figure 3.110 Offshore Airspace Areas



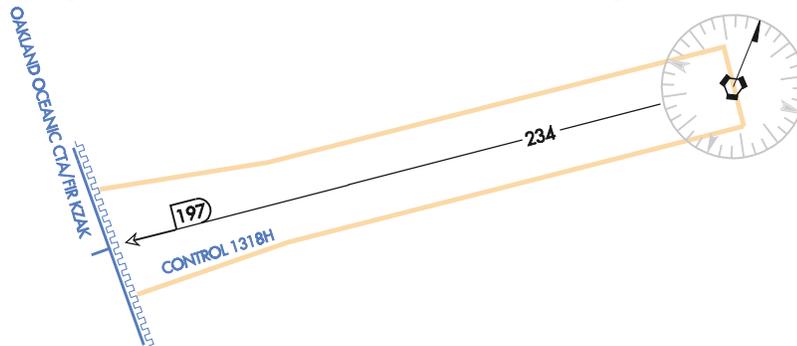
Vertical limits associated with Offshore Airspace Areas shall be shown. Vertical limits shall be shown on a second line away from the boundary.

Figure 3.111 Offshore Airspace Areas - Vertical Limits



Offshore Control Areas whose boundaries are defined from a NAVAID a bearing or radial line shall be used as the center line of these offshore airspace areas, supplemented by the MEA when designated and the appropriate mileages between applicable NAVAIDs and reporting points. The NAVAID upon which the additional offshore airspace areas are predicated shall be shown even though it might not otherwise meet the criteria for charting.

Figure 3.112 Offshore Control Areas - Bearing/Radial Line



3.7.7.3.10 Special Use Airspace

Foreign and domestic SUA areas with an effective altitude range that extends into or falls within the enroute high altitude structure shall be shown. SUA areas shall include Prohibited (P), Restricted (R), Warning Areas (W), Canadian Advisory Areas (CYA), Canadian Danger Areas (CYD) and Canadian Restricted Areas (CYR). SUA areas should be identified by the designated name, e.g., R-4801, positioned within and as near the center of the appropriate area as possible. When SUA area identification type is positioned outside the area then a pointer shall be used, extending from the SUA identifier into the SUA area.

3.7.7.3.10.1 SUA Boundaries

SUA external boundaries shall be symbolized by a line pattern of tick marks, evenly spaced, perpendicular to the external boundaries, and extending into the area. External boundaries shall only encompass SUA areas with similar names. SUA internal boundaries shall use a line to subdivide the individual SUA areas. When SUA area identification type is positioned outside the area, a pointer with an arrowhead pointing to the SUA area shall be shown.

Figure 3.113 SUA Boundaries



Figure 3.114 SUA U.S.

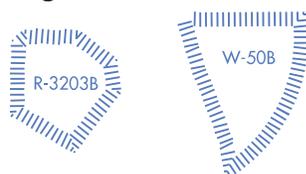


Figure 3.115 SUA Canada

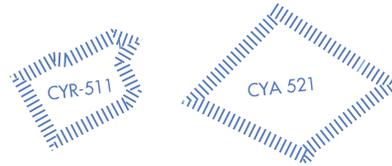
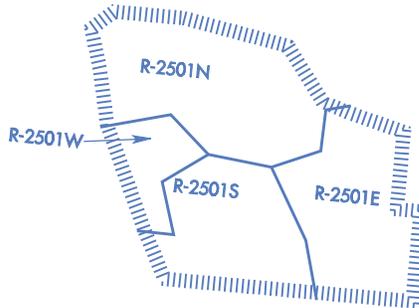


Figure 3.116 SUA Internal Boundaries



3.7.7.3.10.2 SUA Boundaries - Small Areas

Should an SUA area be too small to portray with the specified line pattern, the tick marks shall be proportionately reduced in size to adequately portray the area. Extremely small areas, too small to portray the line pattern, shall be shown as a solid circle.

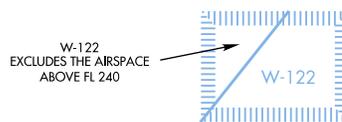
Figure 3.117 SUA Boundaries - Small Areas



3.7.7.3.10.3 SUA Exclusion Area and Exclusion Notes

SUA exclusion area and exclusion notes pertaining to the enroute high altitude structure shall be shown. An exclusion note shall be shown for each exclusion area and placed within the exclusion area. When the exclusion note is placed outside the SUA area due to congestion, a pointer shall be used to relate the text to the specific area.

Figure 3.118 SUA Exclusion Area and Notes



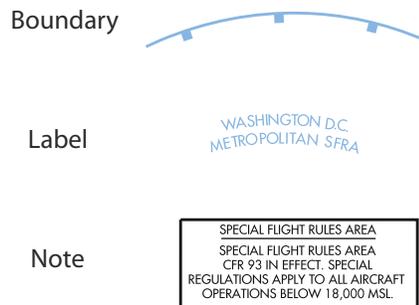
3.7.7.3.10.4 SUA Operational Notes

Special operational notes pertaining to flight through or over SUA areas shall be provided as an operational note.

3.7.7.3.11 Special Flight Rules Areas (SFRAs)

SFRAs boundaries, label and associated notes designated for charting by appropriate authority shall be depicted on the charts. Notes shall be boxed and placed as close to the associated SFAR without overprinting where possible.

Figure 3.119 Special Flight Rules (SFRA) and Associated Note



3.7.8 Routes

Route type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 32](#) - Routes - Types

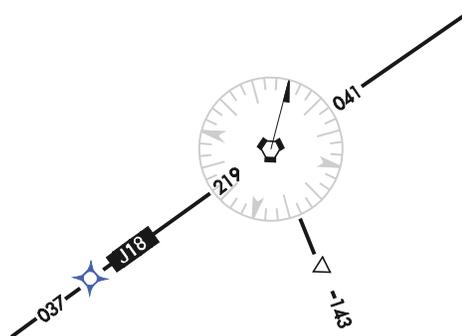
[Appendix 33](#) - Routes - Data

3.7.8.1 General

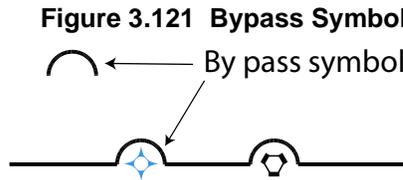
Routes designated by the FAA for charting as well as foreign routes approved for depiction by the FAA or DoD shall be shown on the Enroute High Altitude Charts.

Route centerlines shall be partially deleted and not touch NAVAIDs, NAVAID fixes, waypoints, and mileage breaks when designated as part of the route structure. Routes should be partially deleted to avoid overprinting text and symbols that cannot be relocated.

Figure 3.120 Route Centerline Depiction



Bypass symbols may be shown when Jet routes, RNAV routes, or Tracks pass through NAVAIDs, NAVAID fixes, or waypoints not designated as part of the route structure. The symbol shall be the same color and line width as the route.



Route notes containing operational and explanatory information such as altitude limitations, traversing of SUA areas, special Air Traffic rules, etc., shall be shown as required.

Figure 3.122 Supplementary Route Notes

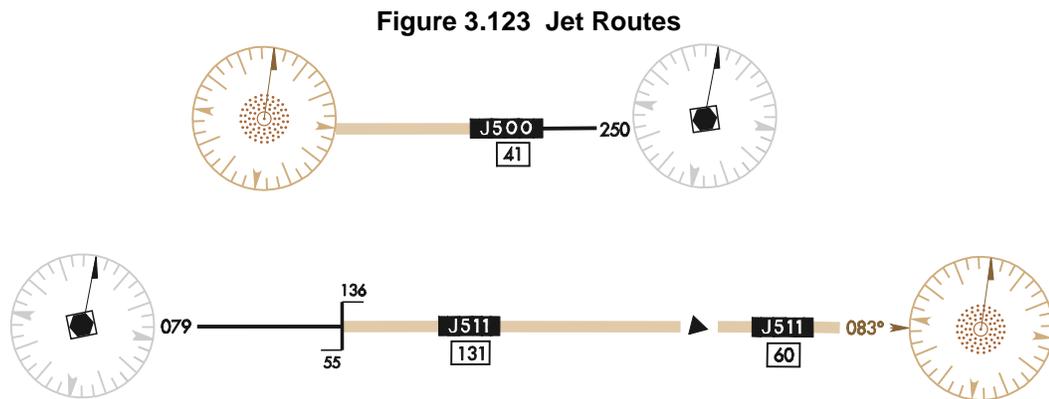
J108 BETWEEN TCS AND INK
 NORMALLY UNAVAILABLE WITHIN
 RESTRICTED AREAS DAYS MON-FRI
AR5 EXCLUDES THE AIRSPACE
 ABOVE FL 430 OUTSIDE THE U.S.
NAVIGATIONAL EQUIPMENT OTHER THAN LF OR VHF REQUIRED

3.7.8.2 Route Types

All routes charted in Russian controlled airspace shall be shown by a brown line regardless of NAVAID type.

3.7.8.2.1 Jet Routes

All jet routes shall be shown. Color for route centerline symbology shall be predicated on the type of NAVAID, i.e., VHF/UHF, LF/MF defining the route. Route segments predicated on a VHF/UHF and a LF/MF NAVAIDs should change centerline symbology at the changeover point.



3.7.8.2.2 Air Traffic Service (ATS) Routes

ATS routes shall be shown as designated within the Oceanic Control Areas/Flight Information Regions. Extensions of these routes within the ARTCC, from the CTA/FIR boundary reporting point toward the coastline or applicable NAVAID, shall be indicated by radial and/or bearing lines and mileages.

Color for route centerline symbology shall be predicated on the type of NAVAID, i.e., VHF/UHF, LF/MF defining the route. ATS route segments predicated on a VHF/UHF and a LF/MF NAVAID should change centerline symbology at the changeover point.

Figure 3.124 Air Traffic Service Routes



3.7.8.2.3 Oceanic, Atlantic and Bahamas Routes

Oceanic, Atlantic, and Bahamas Routes shall be shown within Oceanic Control Areas/Flight Information Regions. Extensions of those routes within the ARTCC, from the CTA/FIR boundary reporting point toward the coastline or applicable NAVAIDs, shall be indicated by radial and/or bearing lines and mileages.

Color for route centerline symbology shall be predicated on the type of NAVAID, i.e., VHF/UHF, LF/MF defining the route.

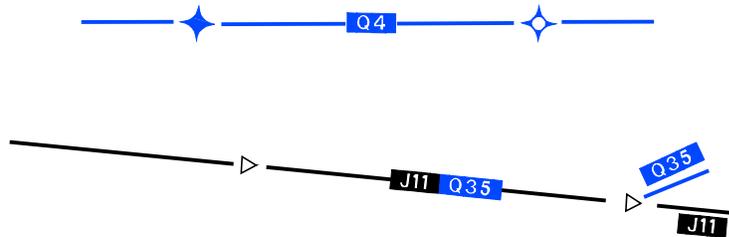
Figure 3.125 Oceanic, Atlantic and Bahamas Routes



3.7.8.2.4 “Q” (RNAV) Routes

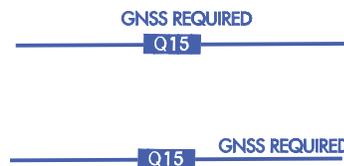
RNAV routes, published with a “Q” identifier (except those in the Gulf of Mexico), shall be shown. When an RNAV route is coincident with another route the center line of the RNAV route shall not be shown.

Figure 3.126 “Q” RNAV Routes



“Q” RNAV routes limited to GNSS operations only shall have a note placed above and parallel to the centerline and as close to the route identification as space permits.

Figure 3.127 “Q” RNAV Routes Limited to GNSS Operations



3.7.8.2.5 Gulf of Mexico “Q” (RNAV) Routes

Figure 3.128 Gulf of Mexico “Q” RNAV Routes



3.7.8.2.6 (AK) VOR/DME RNAV Routes

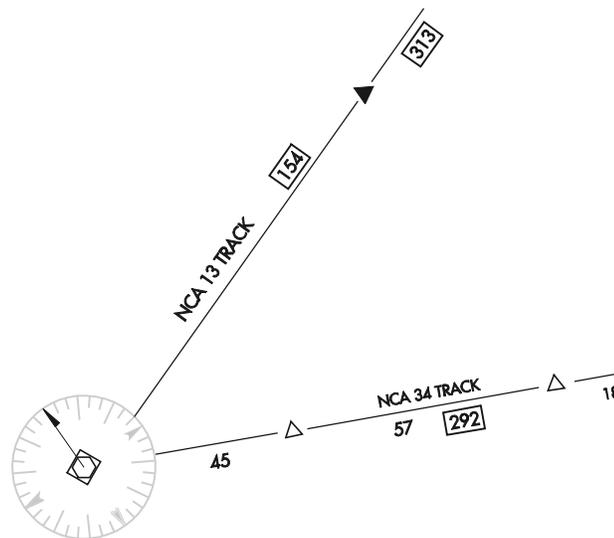
Figure 3.129 (AK) -VOR/DME RNAV Routes



3.7.8.2.7 Tracks (Canada)

Tracks shall be shown when identified by the FAA as required for charting.

Figure 3.130 Tracks (Canada)



3.7.8.2.8 Unusable Route Segments

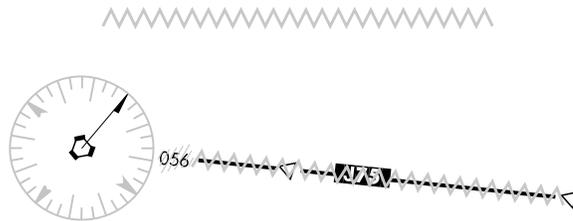
Route segments designated by the FAA as unusable, and required for charting, shall be shown.

The unusable route symbol shall be centered on the unusable route segments and shall not be broken for radials, identifications, mileages, changeover points, fixes and mileage break points.

Radial or bearing values associated with the unusable route segments shall be overprinted with diagonal lines in a NE to SW direction (See also Section 3.7.4.6.6).

The unusable route symbol shall be cleared for a substitute route symbol when appropriate.

Figure 3.131 Unusable Route Segments



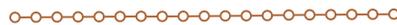
3.7.8.2.9 Substitute Routes

Routes officially designated by the FAA as substitute routes and in effect for at least 28 days in the life cycle of the chart shall be charted.

All substitute route data shall be portrayed in accordance with Chapter 3 Section 3.7.8.3 - Route Data and the criteria outlined below.

If substitute routes cannot readily be charted, and/or when provided by source, a chart note may be required (i.e., Safety Alert, NOTAM, etc.). The chart note shall be placed as close to the substitute route as possible, using a leader line when appropriate.

Figure 3.132 Substitute Route Symbol

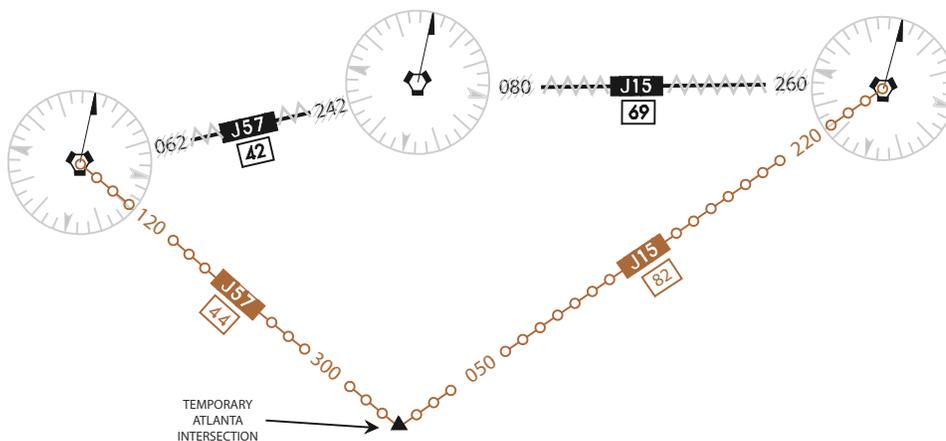


3.7.8.2.9.1 Substitute Routes Not Coincident with Another Route

A substitute route's symbol and associated route data shall be shown in brown.

NAVAIDs and intersections not normally shown on the Enroute High Altitude Chart but required for the depiction of the substitute route will be charted for the period of time the substitute route is in effect and depicted in accordance with Chapter 3 Section 3.7.4 Radio Aids to Navigation (NAVAIDs) and Section 3.7.9 - Navigational and Procedural Information.

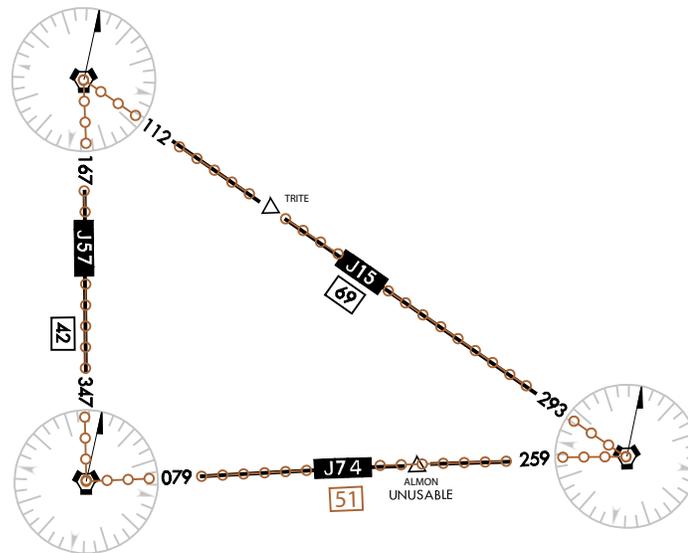
Figure 3.133 Substitute Routes Not Coincident



3.7.8.2.9.2 Substitute Routes Coincident with Another Route

The substitute route symbol shall be shown centered on the coinciding route centerline and shall not overprint existing route information. Substitute route data shall not be shown unless different from the coincidental route data. When any portion of the coincidental route is unusable then the unusable route symbol shall be cleared for the substitute route symbol. Unusable intersections shall be labeled with the text “unusable” under the intersection name.

Figure 3.134 Substitute Routes Coincident



3.7.8.3 Route Data

3.7.8.3.1 General

Jet, RNAV “Q” Route, Gulf of Mexico “Q” Route, Alaska VOR/DME RNAV, Track, ATS, Oceanic, Atlantic, and Bahamas route data shall be shown parallel to the route centerline. The color of route data will be predicated on the type of route, (i.e., ATS, Track, “Q”) and route make-up, (i.e., UHF/VHF, LF/MF, RNAV).

3.7.8.3.2 Identification

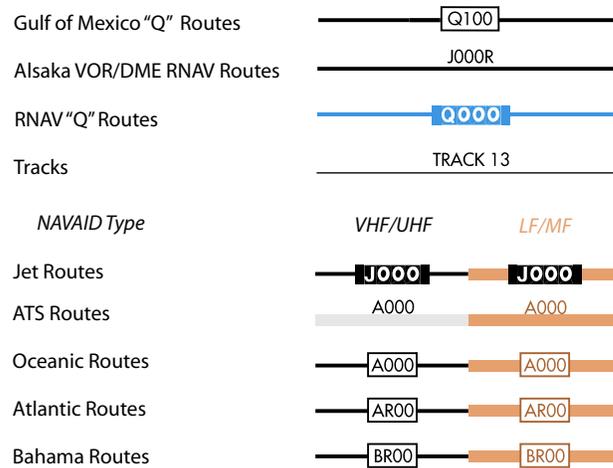
Routes shall be identified by the appropriate letter(s), to indicate the type of route, and the appropriate number, to indicate the specific route.

Jet and RNAV route identifications (except Gulf of Mexico “Q” Routes) shall be shown in negative type.

Gulf of Mexico “Q”, Oceanic, Atlantic and Bahamas route identification shall be enclosed within a box. ATS, Alaska VOR/DME RNAV and Track route identification shall not be enclosed within a box.

Jet, Oceanic, Atlantic, Bahamas, and RNAV route identifications shall be centered on and breaking route centerlines. ATS, Alaska VOR/DME RNAV, and Track route identifications shall be centered above the route centerline.

Figure 3.135 Route Identifications



Routes shall be identified at least once between external folds of the chart and as needed for clarification. Route identifications should be located midway between NAVAIDs, a NAVAID and chart edge, and between a NAVAID and the end of a route. RNAV route identifications should be located midway between waypoints.

In congested areas, Jet, Oceanic, Atlantic, Bahamas, and RNAV route identifications may be offset but should remain flush with the routes, above or below and/or stacked along route centerlines. ATS, Alaska VOR/DME RNAV and Track route identifications may be offset below and/or stacked along route centerlines. In extremely congested areas, route identifications may be offset from the route centerlines and a pointer used from the identification to the route; however, the identification should remain aligned parallel to the route.

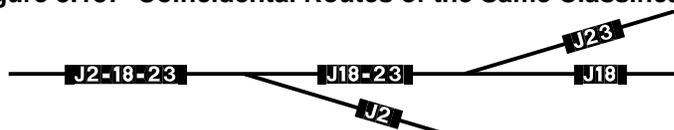
Figure 3.136 Route Identification - Congested Areas



When two or more routes of the same classification have been designated concurrently over the same airspace, i.e., coincidental routes, then identifications shall be shown in numerically descending order and repetitious letter identification shall be eliminated.

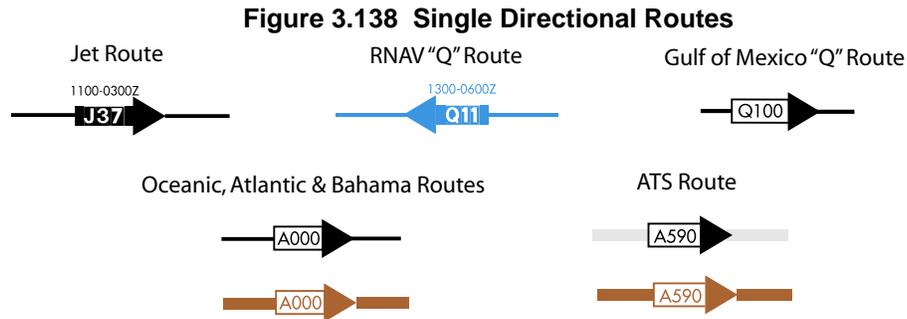
When two or more coincidental routes separate, each individual route segment shall be identified.

Figure 3.137 Coincidental Routes of the Same Classification



3.7.8.3.3 Single Direction Routes

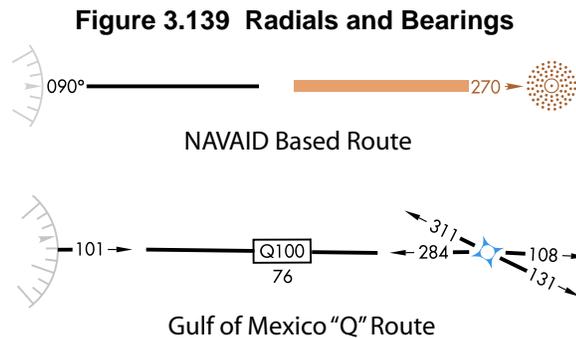
Single direction routes shall be shown with an arrowhead symbol adjoining the route identification and pointing in the direction of flight. ATS single direction routes shall be enclosed within an identification box, centered on the route centerline. Hours of operation, when other than continuous, shall be shown above the route identification in Coordinated Universal Time (UTC).



3.7.8.3.4 Radials and Bearing

Routes shall be supplemented with magnetic radials or bearings. Tracks shall be True and shown with a "T" following the bearing. Magnetic values shall be centered on and break the route centerline. Standalone RNAV "Q" routes, except for Gulf of Mexico "Q" routes, shall show magnetic reference bearings above the route centerline (See paragraph 3.7.8.3.5). In congested areas, or to avoid overprinting, radials and bearings may be offset above or below the route centerline or may be located further out or closer to the NAVAID, fix, or compass rose.

Routes and route segments predicated on VHF/UHF NAVAIDs (except VHF/UHF NDBs) shall be shown with magnetic outbound radials at those NAVAIDs. Routes and route segments predicated on LF/MF NAVAIDs shall be shown with magnetic inbound bearings at those NAVAIDs. Magnetic inbound bearings shall be supplemented with an arrowhead symbol placed adjacent to the bearing and pointing towards the NAVAID.



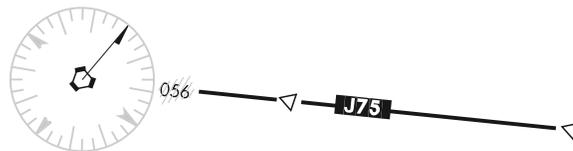
Fixes located on ATS, Oceanic, Atlantic, and Bahamas routes shall be shown with magnetic outbound bearings. The bearings shall be supplemented with an arrowhead symbol placed adjacent to the bearing and pointing away from the fix.

Figure 3.140 Radials & Bearings From Fixes Located on ATS, Oceanic and Bahamas Routes



Radial or bearing values designated as unusable shall be overprinted with diagonal lines in a NE to SW direction (See paragraph 3.7.4.6.6 - Abnormal Status).

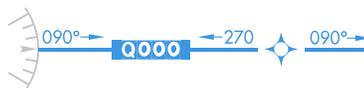
Figure 3.141 Unusable Radial or Bearing Value



3.7.8.3.5 Magnetic Reference Bearings

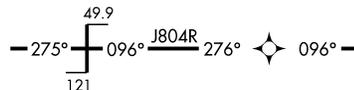
Standalone RNAV “Q” Routes shall be shown with outbound magnetic reference bearings on either side of the waypoint, fix or NAVAID. Bearings shall be supplemented with an arrowhead symbol placed adjacent to the bearing and pointing away from the waypoint, fix or NAVAID.

Figure 3.142 RNAV Q Route Magnetic Reference Bearings



(AK) Alaska VOR/DME RNAV route waypoints and changeover points shall be shown with magnetic outbound bearings, based on the slave variation of the referenced NAVAID and supplemented with a degree symbol. Radial values shall be shown in black.

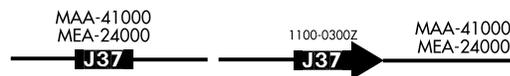
Figure 3.143 (AK) VOR/DME RNAV Route Waypoints & Changeover Points



3.7.8.3.6 Minimum Enroute Altitudes (MEA), Maximum Authorized Altitudes (MAA) and Flight Levels (FL)

MEAs and MAAs, when other than 18,000 feet and 45,000 feet respectively, and FLs shall be shown. Altitudes shall be positioned above the route identification and parallel to the route centerline. MEA, MAA, and FL values shall be preceded by the appropriate MEA, MAA, or FL abbreviation. The altitude value should be shown only once between altitude change “T” symbols and/or NAVAIDs. The MAA shall be positioned above the MEA when both are shown. MEAs, MAAs, and FLs shall be offset to the right, adjacent to the route identification and above the route centerline when the hours for a Single Direction Route are charted.

Figure 3.144 MEAs and MAAs



MEAs for GNSS RNAV, shown only when higher than 18,000’, will be depicted in blue type as MEA-00000G.

Figure 3.145 MEAs for GNSS RNAV



MEAs for DME/DME/IRU RNAV, shown only when higher than 18,000’ will be depicted in blue type as MEA-00000D.

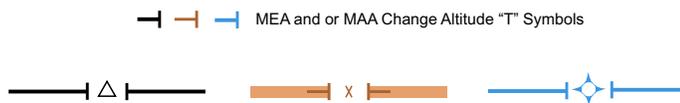
Figure 3.146 MEA for DME/DME and DME/DME/IRU



MEA and MAA changes along a route, when established at fixes other than NAVAIDs, shall be shown using “T” symbols. When there is no named fix involved, the symbol “x” shall be shown between the “T” symbols. Route centerlines shall always be broken when altitude change symbols are shown. The “T” symbols shall overprint the route centerline.

(AK) Alaska VOR/DME RNAV route altitude changes are at waypoint symbols and no “T” symbols shall be shown.

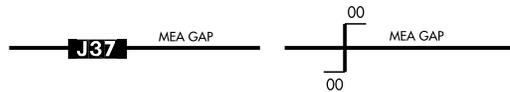
Figure 3.147 Altitude Changes Along a Route - “T” Symbol



3.7.8.3.7 MEA GAP

Navigation signal gap notes, i.e., “MEA GAP”, shall be shown above route segments between the NAVAIDs, fixes, or mileage breaks defining the route segment where the signal gap exists. The “MEA GAP” note shall be to the right of a route identification if one is shown in that location. If a VOR changeover point is designated in conjunction with a MEA GAP, the gap note should be placed in proximity to the changeover point so there will be no question concerning the location of the signal gap.

Figure 3.148 MEA GAP



3.7.8.3.8 Minimum Crossing Altitudes (MCA) and Minimum Turning Altitudes (MTA)

MCAs and MTAs associated with a NAVAID or fix shall be shown with a flag symbol attached to the top of the NAVAID or fix symbol. The flag should be orientated to drape downward. In congested areas, the flag symbol may be rotated, shortened, or attached elsewhere on the NAVAID or fix symbol. MCA/MTA textual information shall consist of route identification, altitude, and direction. MCA/MTA flag symbol and identification shall be shown in the same color as prescribed for the airway to which they pertain.

Figure 3.149 MCA/MTA Flag Symbol



For a fix, the information shall be centered below the fix name. MCA text associated with fixes, if an MTA has not been established at the same location, need not include the text “MCA”. MTA text associated with fixes will always include the text “MTA”. When both an MCA and MTA are associated with a single fix, the lines of associated text will be identified as “MCA” and “MTA” respectively.

For a NAVAID, the information shall be positioned in close proximity to the NAVAID symbol or facility box. When associated with a NAVAID, both MTA and MCA text shall always be preceded by identifying “MCA” or “MTA”.

In congested areas, when MCA or MTA data cannot be positioned in close proximity to the subject symbol or facility box, the text may be leadered to the symbol and shall always include the identifying “MCA” or “MTA” text for clarification.

Multiple MCA data, applicable to a single point, may be consolidated when altitudes and direction of flight are identical, precluding unnecessary duplication; e.g., V11-181-238 6800W; V49-81 4400W. MCA data may not be consolidated with MTA data in a single note, but must be listed separately, each restriction clearly prefaced by “MCA” or “MTA”.

Multiple MTA data, applicable to a single point, may not be consolidated and must be charted exactly as sourced.

Figure 3.150 Minimum Crossing Altitudes (MCA)

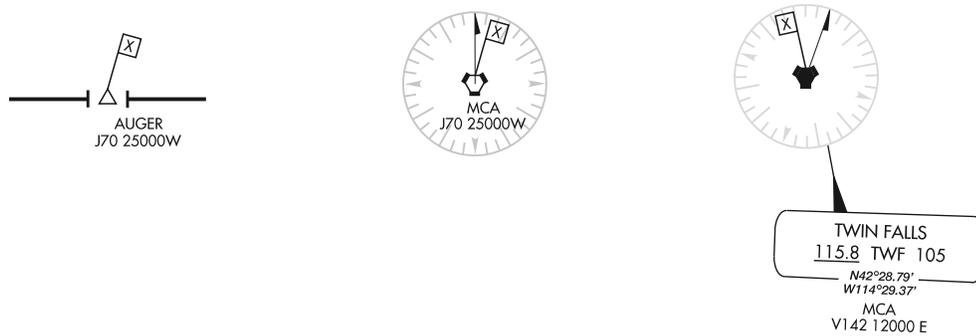


Figure 3.151 Minimum Turning Altitude (MTA)

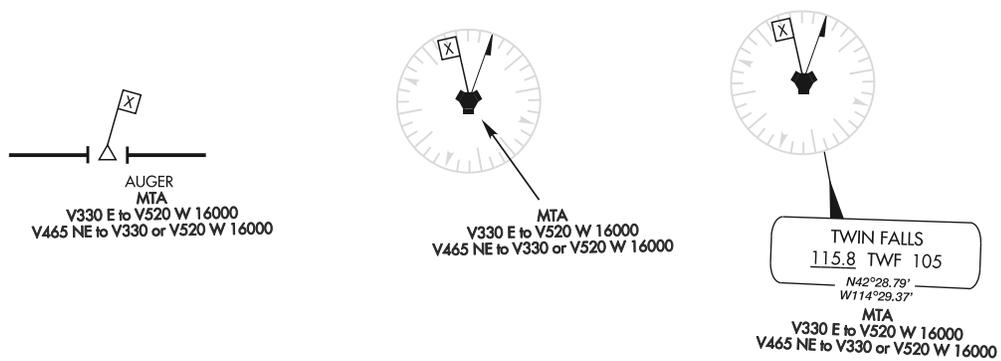


Figure 3.152 Minimum Crossing Altitudes (MCA) & Minimum Turning Altitude (MTA)

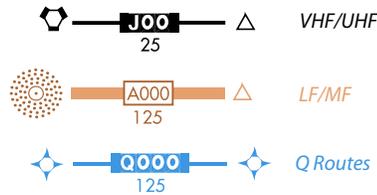


3.7.8.3.9 Mileage Distances

Two types of route mileages may both be shown on a route, segment mileage and box mileage.

Segment mileage shall be shown for each route segment. These segment mileages should be centered below each route segment midpoint. If a route ident is shown, the segment mileage should be placed below the ident. In congested areas, the mileage distances may be offset or in extremely congested areas, positioned above the route.

Figure 3.153 Segment Mileages



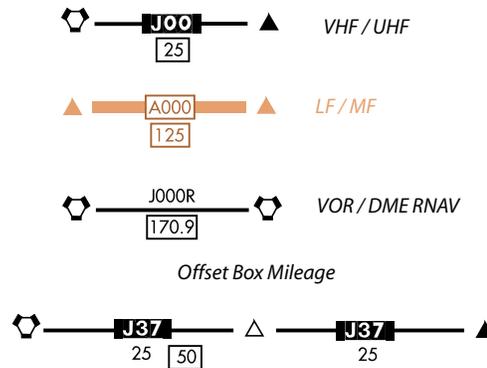
Box mileages shall be shown for each route only between NAVAIDs, NAVAIDs and compulsory fixes, and/or between two compulsory fixes. Box mileage shall not be shown on “Q” routes, excluding the Gulf of Mexico “Q” routes.

Box Mileage shall be enclosed within a box and positioned below and parallel to the route identification. If a segment mileage is present at this location, the box mileage shall be offset to the right. In congested areas, box mileages may be offset along the route. In extremely congested areas, box mileages may be placed above the route.

(AK) Alaska VOR/DME RNAV routes shall show box mileages between NAVAIDs and/or waypoints. They shall not show segment mileages.

In congested areas, the type size may be reduced and the mileage box proportionally reduced.

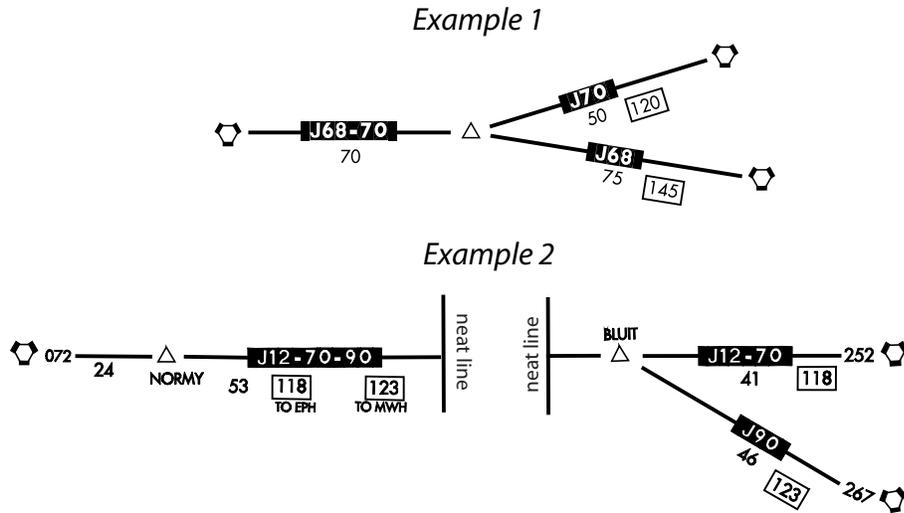
Figure 3.154 Box Mileages



On coincidental routes, box mileages shall be positioned below their associated route identification shifting segment mileage as necessary. If coincidental routes diverge, the box mileages shall then be positioned below their respective route identifications.

To clarify which NAVAID or fix a box mileage is referring to, a “TO” note shall be used. When the “TO” note is referring to a NAVAID, only the NAVAID identifier shall be shown; for a compulsory fix, only the name shall be shown. The “TO” note shall be shown below the box mileage. In congested areas, the note may be shown to the right of the box mileage.

Figure 3.155 Box Mileages - Coincidental Routes & “TO” Notes



In the absence of fixes and NAVAIDs, the symbol “x” shall be used to indicate mileage breaks and intersections of route turning points.

Figure 3.156 Mileage Breaks/Intersections



3.7.8.3.10 Changeover Points (COP)

COPs shall be shown except for those at the midpoint between two NAVAIDs or at doglegs. COP symbols shall be centered on and perpendicular to the route, located at the proper distance from the defining NAVAID. When located at intersections or mileage breaks, the COP symbol shall be broken and not touch the intersection or mileage break. Mileages shall be shown in whole miles. Mileages from the COP to the NAVAIDs shall be positioned outside and parallel with the short ‘pointer’ line. COP mileages shall be omitted when the COP is located at an intersection with a DME mileage on the route.

(AK) Alaska VOR/DME RNAV COP mileages shall be shown to the tenth of a nautical mile.

Figure 3.157 Changeover Points (COP)

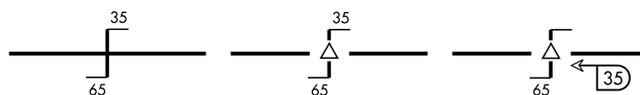


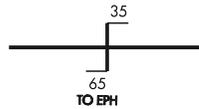
Figure 3.158 Alaskan VOR/DME RNAV Changeover Points



When NAVAIDs used to establish a COP are not readily identifiable, a “TO” note shall be used. Only the NAVAID identifier will be shown. These notes will be placed adjacent to and either above or below the mileages, depending on the mileage location. In congested areas the note should be moved either right or left of the mileages.

(AK) “TO” notes do not apply to Alaska VOR/DME RNAV routes.

Figure 3.159 COP “TO” Note



3.7.9 Navigational and Procedural Information

Navigational and Procedural Information type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 23](#) - Margin Information

3.7.9.1 Fixes

3.7.9.1.1 Operational Notes

Operational notes pertaining to fixes shall be shown.

Figure 3.160 Operational Notes



3.7.9.1.2 Flyover Symbology

If the fix is designated as a flyover then the appropriate symbol, waypoint or fix, shall be enclosed by a circle.

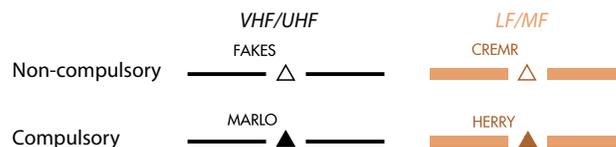
Figure 3.161 Flyover Symbology



3.7.9.1.3 Radio Intersections and DME Fixes

Intersections and DME fixes designated for enroute high charting shall be shown and identified by name and with a compulsory or noncompulsory reporting function. All high makeups associated with an intersection or fix shall be shown. Fixes associated with a VHF/UHF route shall be shown in black and those associated with a LF/MF route shall be shown in brown.

Figure 3.162 Radio Fixes



Offshore fixes without makeups and not associated with a route shall also be shown in brown.

Figure 3.163 Offshore Radio Fix Without Makeup



Fixes with at least one VHF/UHF NAVAID make up shall be shown in black, regardless of the type of route they are associated with, i.e., VHF/UHF, LF/MF, or no route association.

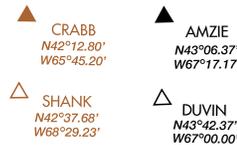
Fixes having only LF/MF NAVAID makeups shall be shown in brown.

When a VHF/UHF and LF/MF fix have the same geographic coordinates and names, then the LF/MF symbol shall be offset and the name shall be shown only once in black. If the coordinates are the same but the names are different, then both names shall be shown, in their respective color.

3.7.9.1.3.1 Radio Fix Geographic Coordinates

Coordinates shall be shown for: fixes with compulsory reporting function, fixes beyond the continental control boundary, fixes charted with a holding pattern, or fixes on ATS, Oceanic, Bahamas and Atlantic routes or Tracks. Coordinates shall be shown to the hundredth of a minute, stacked and placed below the intersection name. Coordinates type shall be the same color as the fix name and symbol.

Figure 3.164 Radio Fix Geographic Coordinates



3.7.9.1.3.2 Radio Fix Make Ups

3.7.9.1.3.2.1 Non DME Radio Fix Makeups

Radio fixes with a makeup defined from a NAVAID without DME capability which is located on the same route as the radio fix, shall be shown with a solid facility arrow symbol positioned below and parallel to the route, adjacent to the fix symbol. VHF/UHF NAVAID facility arrow symbols are black and point toward the fix, and LF/MF NAVAID facility arrow symbols are brown and point toward the NAVAID. In congested areas, facility arrow symbols may be placed above the routes.

Figure 3.165 Non DME Radio Fix Makeups



3.7.9.1.3.2.2 DME Radio Fix Makeups

Radio fixes with a makeup defined from a NAVAID with DME capability (i.e., VOR/DME, TACAN, VORTAC or NDB/DME) which is located on the same route as the radio fix, shall be shown with an open DME arrow symbol positioned below and parallel to the route, adjacent to the fix symbol. In congested areas, DME arrows may be placed above the route. Mileage associated with a DME make up should be the same as the route segment mileage; if not, then the DME mileage shall take precedent and the segment mileage will be adjusted.

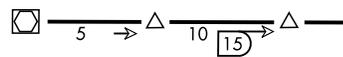
Figure 3.166 DME Radio Fix Makeups



3.7.9.1.3.2.3 DME ‘Boats’

DME ‘boats’ shall be used for each DME fix makeup beyond the first fix along a route. The mileage from the NAVAID to the fix shall be placed within the DME boat and positioned below, parallel to the route, and adjacent to the fix. In congested areas, DME boats may be placed above the routes and/or reduced in size. Mileage associated with a DME make up should be the same as the sum of the individual route segment mileages, if not, then the individual route segment mileages shall be adjusted so that the sum is equal to the DME mileage.

Figure 3.167 DME Boats



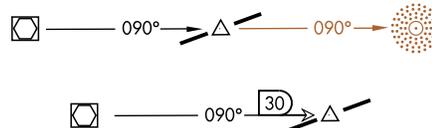
3.7.9.1.3.2.4 Off Route Radio Fix Makeups

Fix makeups defined from NAVAIDs off route shall be shown with a radial or bearing line between the NAVAID and the fix. Radial and bearing lines shall be shown only on the chart where the fix is located.

Makeups from a VHF/UHF NAVAID with only a radial value shall end with a facility arrow pointing toward the fix. Fixes with an additional DME mileage makeup shall end with a DME boat. The boat should be placed above and on the radial line.

Makeups from a LF/MF NAVAID with only a radial value shall end with facility arrow pointing toward the NAVAID.

Figure 3.168 NAVAIDs Used for Fix Makeup



3.7.9.1.3.2.5 Radio Fix Makeups for Offshore Fixes

Radial or bearing lines designated in the formation of fixes shall be shown when different from the magnetic course value determined for overwater/offshore routes. Radial and bearing lines shall be shown adjacent and parallel to the route.

Figure 3.169 Radio Fix Makeups for Offshore Fixes

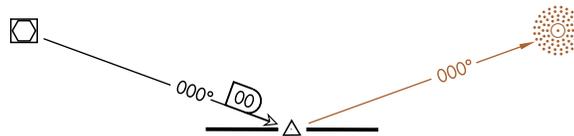


3.7.9.1.3.2.6 Magnetic Radial/Bearing Values

Radial and bearing magnetic values shall be placed on and breaking the radial/bearing line on the half nearest the fix for VHF/UHF NAVAIDs or on the half nearest the NAVAID for LF/MF NAVAIDs. Refer to paragraph 3.7.8.2.8 for unusable radial/bearing values.

Radial values shall be outbound and shown in black and bearing values shall be inbound and shown in brown.

Figure 3.170 Magnetic Radial/Bearing Values



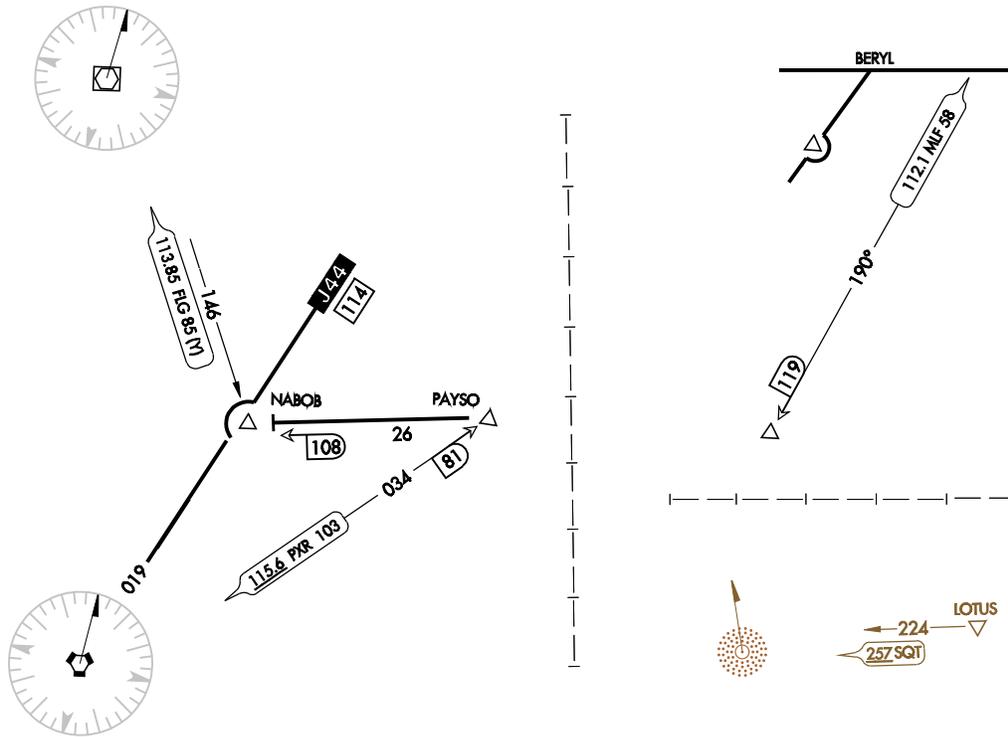
3.7.9.1.3.3 Facility Locator Boats

Facility locator boats shall be used to provide NAVAID information for fix makeups and consist of frequency, no voice underline, identification, frequency protection, channel and paired frequency, and “Y” mode.

Facility locator boats are used whenever a NAVAID defining a fix is located beyond the chart neatline. Facility locator boats can also be used to minimize chart clutter when defining fixes within a chart. When radials/bearings are long, and shortening them is necessary for clarity or congestion, facility locator boats should be used.

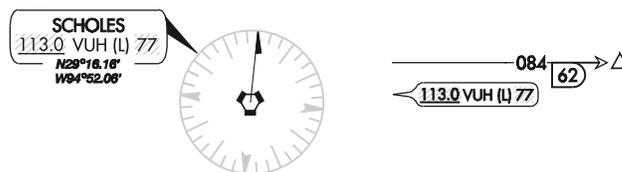
Facility locator boats shall be centered on the end of radials and point toward the NAVAID used in the formation of the fix. When used on the end of LF/MF bearings, the bearing arrowhead shall be omitted. In congested areas, a facility locator boat should be placed either above or below, and parallel to the radial or bearing line. In very congested areas the facility locator boat should be shortened to contain only the NAVAID identification.

Figure 3.171 Facility Locator Boats



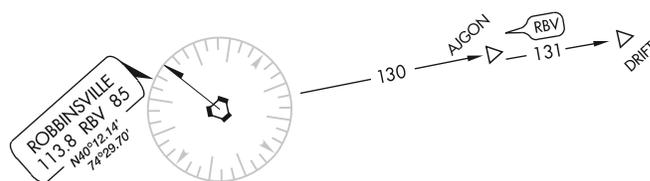
When the locator boats' associated NAVAID is published as "Shutdown" the applicable frequency and/or channel shall be overprinted with diagonal lines in a NE to SW direction.

Figure 3.172 Facility Locator Boats "Shutdown"



In very congested areas, facility locator boats should be shortened to contain only the NAVAID identification.

Figure 3.173 Facility Locator Boats in Congested Areas



3.7.9.1.4 Waypoints

3.7.9.1.4.1 RNAV Waypoints

RNAV waypoints, other than VOR/DME RNAV waypoints, required for enroute high charting shall be shown and identified by name and symbolized with either a compulsory or noncompulsory reporting function.

Figure 3.174 RNAV Waypoints - Compulsory & Noncompulsory



Waypoints not part of a route description and located on or beyond the boundary of the U.S. Continental Control (12 mile limit) shall be shown with geographic coordinates. Coordinates shall be stacked below the waypoint name and shown to the hundredth of a minute. Waypoints which are part of a route description or are located within the U.S. Continental Control shall not have coordinates charted.

Figure 3.175 Waypoints - Not Part of Route & Beyond U.S. Cont. Control Boundary



Waypoints (except VOR/DME RNAV Waypoints) shall not be shown if collocated with an existing radio fix or NAVAID.

3.7.9.1.4.2 (AK) VOR/DME Area Navigation (RNAV) Waypoints

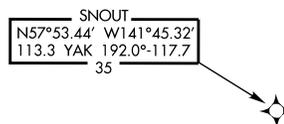
VOR/DME waypoints required for enroute high charting shall be shown and identified by name and symbolized with either a compulsory or noncompulsory reporting function.

Figure 3.176 (AK) VOR/DME Waypoints - Compulsory & Noncompulsory



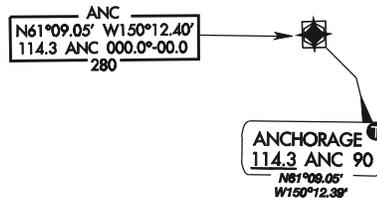
VOR/DME RNAV waypoints identification data shall be enclosed within a box. The waypoint name shall be shown aligned with and breaking the top line, and the reference facility elevation shall be shown below aligned with and breaking the bottom line. On the first line, geographic coordinates shall be shown to the hundredths of a minute. On the second line, frequency, identification, radial and distance shall be shown for the referenced NAVAID. Radial and distance shall be shown to a tenth of a degree and tenth of a nautical mile.

Figure 3.177 (AK) VOR/DME RNAV Waypoints Identification Data



When the waypoint and the reference NAVAID are collocated, the radial and distance shall be shown as “000.0-000.0”. Elevations shall be shown as two or more digits, e.g., 09. Sea level shall be shown as 00. A pointer shall be used from the waypoint identification box to the waypoint symbol.

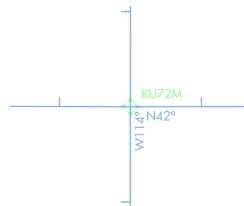
Figure 3.178 (AK) VOR/DME RNAV Collocated with NAVAID



3.7.9.1.4.3 Navigation Reference System (NRS) Waypoints

NRS waypoints shall be shown and identified by name. Waypoint symbols shall be depicted at 25% reduced size of the normal waypoint symbol.

Figure 3.179 National Reference System (NRS) Waypoints



3.7.9.1.5 Computer Navigation Fixes (CNF)

CNFs shall be shown and identified by name, enclosed within parentheses. CNFs shall use the same symbol as a mileage break point, i.e., “x”.

Figure 3.180 Computer Navigation Fixes (CNF)



3.7.9.2 Minimum Reception Altitudes (MRA)

MRA’s shall be shown and identified by a flag symbol attached to the top point of the associated symbols. MRA flag symbol shall be oriented so that the flag portion drapes downward either to the left or right. In congested areas, the flag symbol should be rotated, shortened, or attached elsewhere on the fix symbol. Text for a MRA shall consist of “MRA” and the altitude, centered below the fix name.

Figure 3.181 Minimum Reception Altitudes (MRA)



3.7.9.3 Holding Patterns

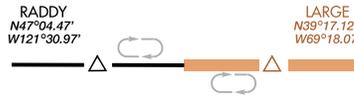
Holding patterns approved by the FAA for enroute high charting shall be shown.

When a NAVAID-based holding pattern and an RNAV holding pattern are established at the same fix/facility, only the NAVAID based holding pattern shall be shown.

3.7.9.3.1 NAVAID Based Holding Patterns

Only one holding pattern shall be charted at a intersection or NAVAID. Holding patterns located on routes should be shown as close to the point of holding as possible and offset from the airway centerline to avoid overprinting.

Figure 3.182 NAVAID Based Holding Patterns



Off route holding patterns shall be shown with radial or bearing lines for positioning and alignment. Holding patterns based on LF/MF NAVAIDs shall be charted with inbound bearing values with an arrowhead placed on the end pointing toward the NAVAID symbol and those based on VHF/UHF NAVAIDs shall be charted with outbound radial values with an arrowhead pointing away from the NAVAID symbol. Magnetic radial/bearing values shall be placed on and breaking the radial/bearing lines. The holding pattern should be shown as close to the point of holding as possible and offset from the radial/bearing line to avoid overprinting.

Figure 3.183 NAVAID Based-Off Route Holding Patterns - VHF/UHF & LF/MF

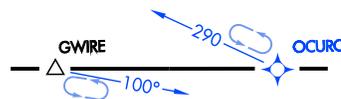


Geographic coordinates shall be shown for intersections and off route NAVAIDs when a holding pattern is shown.

3.7.9.3.2 RNAV Based Holding Patterns

RNAV holding patterns shall be shown with a magnetic reference bearing value and line for positioning and alignment. Holding patterns shall be charted with outbound values with an arrowhead placed on the end of the line and pointing away from the fix. Coordinate values shall be shown only for holding patterns beyond the U.S. Continental Control (12 mile limit).

Figure 3.184 RNAV Holding Patterns



3.7.10 Transitional Information

Transitional Information type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 34](#) - Navigational & Procedural Information

Transitional information necessary for transferring to and from enroute charts of other geographic areas shall be shown. This transitional information shall consist of those reporting points, radial/bearings, mileage distances and mileage breakdown points, as necessary, along a designated (coastal entry) corridor or route to a high altitude NAVAID on the high altitude chart. A note shall be shown positioned in an open area of the chart in close proximity to the Route.

Figure 3.185 Transitional Information

ROUTES AND ASSOCIATED DATA OUTSIDE THE
CONTERMINOUS UNITED STATES ARE SHOWN FOR
TRANSITIONAL PURPOSES ONLY AND ARE NOT
PART OF THE UNITED STATES HIGH ALTITUDE JET
ROUTE AND RNAV ROUTE SYSTEMS

3.7.11 (AK) Seattle Inset

Seattle Inset type and symbol specifications shall be shown as indicated in the appendices except as otherwise indicated within these specifications.

References:

[Appendix 34](#) - Navigational & Procedural Information

The Seattle Inset Chart information shall be charted and shown according to basic specifications described elsewhere within IACC 5.

The Seattle Inset Area of coverage shall be defined by a dashed outline on Alaska chart H-1 and supported by an appropriate note, positioned along and parallel to the delimiting line, at least once within every two panels.

Figure 3.186 (AK) Seattle Inset Area Coverage

SEE SEATTLE INSET CHART
FOR DETAIL

The Seattle inset area shall be skeletonized and information within the inset outline shall be such as to provide transition to and from the enroute chart and the inset chart. Information shall be charted and shown according to basic specifications described elsewhere within IACC 5.

The following shall not be charted: airports and associated information, RCAG sites, RCOs, substitute and unusable routes, reporting points, and holding patterns.

Only NAVAIDs with routes predicated on them shall be shown. Compulsory or noncompulsory reporting function shall be shown within the NAVAID symbol and identifiers shall be shown in a facility identification box with a pointer. No other NAVAID information shall be shown.

Only tracks, jet and RNAV routes centerlines and designators shall be shown. No other route information shall be shown.

FSS associated with a NAVAID shall be shown only when a route is predicated on that NAVAID. The NAVAID facility identification box shall be shown as a FSS shadow box. No other FSS information shall be shown.

ATS routes shall be shown only if they are Jet, ATS, Oceanic, Atlantic, Bahamas, Alaska VOR/DME RNAV, or RNAV routes, or NCA Tracks. The route identification shall be shown. No other route information shall be shown.

NAVAIDs shall be shown only if routes are predicated upon them.

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