

## APPENDIX 22 LEGEND PANEL INFORMATION - ALASKA

FOLD LINE

TRIM LINE

CHART IDENTIFICATION AND TITLE AREA

L E G E N D														
<b>AIRPORTS</b>														
<p>Airports shown have a minimum runway of 4000'. Facilities in BLUE or GREEN have an approved Instrument Approach Procedure and/or RADAR MINIMA published in either the FAA Terminal Procedures Publications or the DoD FLIPs. Those in BLUE have an Instrument Approach Procedure and/or RADAR MINIMA published at least in the High Altitude DoD FLIPs. Facilities in BROWN do not have a published Instrument Approach Procedure or RADAR MINIMA.</p>	<p>Airport Ident. ICAO Location Indicator shown outside contiguous U.S. → CITY → Airport Name (APT) (ICAO) → Longest runway length → Airport Elev (A) * 000.0 → s indicates soft surface → Part-time</p>	<p>Associated City</p>												
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; width: 33%;">  Civil                 </td> <td style="text-align: center; width: 33%;">  Civil-Military                 </td> <td style="text-align: center; width: 33%;">  Military                 </td> </tr> </table>	 Civil	 Civil-Military	 Military	<p>Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. City names for military and private airports are not shown. The airport identifier in parentheses follows the airport name.</p>										
 Civil	 Civil-Military	 Military												
<b>NAVAIDS</b>														
<p>VHF/UHF Data is depicted in BLACK LF/MF Data is depicted in BROWN</p> <p>COMPASS ROSE and/or NORTH ARROW Oriented to Magnetic North of NAVAID which may not be adjusted to the charted isogonic values.</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;">VOR</td> <td style="text-align: center;">VOR/DME</td> <td style="text-align: center;">TACAN</td> <td style="text-align: center;">VORTAC</td> <td style="text-align: center;">LF/MF Non-directional Radiobeacon or Marine Radiobeacon</td> <td style="text-align: center;">LF/MF Non-directional Radiobeacon /DME</td> </tr> </table>							VOR	VOR/DME	TACAN	VORTAC	LF/MF Non-directional Radiobeacon or Marine Radiobeacon	LF/MF Non-directional Radiobeacon /DME	<p>Non Compulsory Reporting or Off Airway</p> <p>Compulsory Reporting</p>
VOR	VOR/DME	TACAN	VORTAC	LF/MF Non-directional Radiobeacon or Marine Radiobeacon	LF/MF Non-directional Radiobeacon /DME									
<p>Flight Service Station (FSS), Remote Communications Outlet (RCO) or Automated Weather Observing Station (ASOS/AWOS) not associated with a charted NAVAID or airport</p>	<p style="text-align: center;"><b>WAYPOINT DATA</b></p> <p>Waypoint Name → NAME</p> <p>Coordinates → N00°00.00' W000°00.00' 000.0 NME 000.0°-00.0</p> <p>Frequency, Ident, Radial - Distance (Facility to Waypoint) → 000</p> <p>Reference Facility Elevation → 000.0</p>													
<b>COMMUNICATION BOXES</b>														
<p style="text-align: center;">NAME 000.0 IDT 000 (Y)</p> <p>VOR with TACAN compatible DME</p> <p>Underline indicates No Voice transmitted on this frequency. TACAN Channels are without voice but not underlined.</p> <p> Crosshatch indicates Shutdown status</p> <p>(Y) TACAN must be placed in "Y" mode to receive distance information</p> <p style="text-align: center;">NAME 000 IDT (000.0)</p> <p>TACAN Channel paired with VHF Frequency in parenthesis.</p> <p>Part-Time or On-Request</p> <p style="text-align: center;">NAME * 000 IDT 00(000.0)</p> <p>LF/MF Non-directional Radiobeacon/DME VHF Freq paired with TACAN Channel</p>	<p>Automated Weather Broadcast Systems:</p> <p> ASOS/AWOS  HIWAS  TWBE</p> <p>Automated weather, when available, is broadcast on the associated NAVAID frequency.</p> <p style="text-align: center;">NAME ASOS 000.0</p> <p>Stand Alone ASOS/AWOS</p> <p>FSS freq(s) 122.2, 255.4 and emergency 121.5, 243.0 are available at many FSSs and are not shown. All high altitude discrete freq(s) are shown above the box. In Canada a shadow box indicates standard group freq 243.0, 126.7 and 121.5</p> <p>(L) Frequency Protection usable range at 18,000' AGL - 40NM</p> <p>(T) Frequency Protection usable range at 12,000' AGL - 25NM</p> <p>"L" and "T" category NAVAIDS located off Jet Routes are depicted in screen black. NAVAIDS without classification are "H" category.</p>	<p style="text-align: center;">000.0 NAME 000.0 IDT 000</p> <p>N00°00.00' W000°00.00' [NAME] ← FSS Name</p> <p>Freq(s) positioned above thin line NAVAID box is remoted to the NAVAID site</p> <p style="text-align: center;">000.0 000.0 NAME 000.0 IDT (L) 00</p> <p>N00°00.00' W000°00.00'</p> <p>Shadow NAVAID box indicates NAVAID and Flight Service Station (FSS) have same name</p> <p> FSS Name and identifier not associated with NAVAID</p> <p> Remote Communications Outlet (RCO). FSS radio name and remoted frequency(s) are shown</p>												

## APPENDIX 22 LEGEND PANEL INFORMATION - ALASKA (CONTINUED)

Continued from Legend Panel Information - AK (1)

FOLD LINE

TRIM LINE

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION	
<p style="text-align: center; margin-top: 0;"><b>ROUTE DATA</b></p> <p>VHF/UHF Data is depicted in BLACK LF/MF Data is depicted in BROWN RNAV Data is depicted in BLUE</p> <p><b>J000</b> Jet Route</p> <p><b>R00 R00</b> ATS Route</p> <p><b>○-○-○-○-○-○-○</b> Substitute Route Via/bypassing temporarily shutdown NAVAIDS. See NOTAMs or appropriate publications for specific information.</p> <p><b>~~~~~</b> Unusable Route Segment</p> <p><b>Q00</b> RNAV2 Route Alaska Q routes require GNSS and radar surveillance. Within the CONUS, GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. DME/DME/IRU aircraft require radar surveillance. Refer to Airport/Facility Directory for DME information.</p> <p><b>J0</b> <b>Q0</b> Preferred Single Direction Jet Route/Q Route</p> <p><b>R000</b> Single Direction ATS Route</p> <p><b>000.0 IDT 000</b> Facility Locators used in formation of Reporting Points</p> <p><b>000 ID</b></p> <p><b>← 000</b> Radial Outbound from a VHF/UHF NAVAID</p> <p><b>→ 000</b> Bearing Inbound to an LF/MF NAVAID</p> <p><b>000 000</b> Total Mileage between Compulsory Fixes and/or NAVAIDS</p> <p><b>00 00 00</b> Mileage between other Fixes, NAVAIDS and/or Mileage Breakdown</p> <p><b>00</b> Changeover Point Giving mileage to NAVAIDS (Not shown at midpoint locations)</p>	<p style="text-align: center; margin-top: 0;"><b>BOUNDARIES</b></p> <p><b>~~~~~</b> Air Route Traffic Control Center (ARTCC)</p> <p><b>NAME Name 000.0 000.0</b> ARTCC Remoted Sites</p> <p><b>~~~~~</b> Air Defense Identification Zone (ADIZ)</p> <p><b>~~~~~</b> Adjoining ADIZ</p> <p><b>~~~~~</b> Flight Information Region (FIR)</p> <p><b>~~~~~</b> Adjoining FIR</p> <p><b>~~~~~</b> Upper Information Region (UIR)</p> <p><b>~~~~~</b> Combined FIR and UIR</p> <p><b>~~~~~</b> Control Area (CTA) or Upper Control Area (UTA)</p> <p><b>-----</b> International Boundary (Not shown when coincident with ARTCC or FIR)</p> <p><b>-----</b> US/Russia Maritime Boundary</p> <p><b>-----</b> Area of Enlargement (contains only data for through flights) See Area Charts for complete data</p> <p><b>.....</b> Official Time Zone</p> <p><b>.....</b> International Date Line</p>
<p style="text-align: center; margin-top: 0;"><b>FIXES/ATC REPORTING REQUIREMENTS</b></p> <p><b>▲ ▲</b> Fix Compulsory and Non-Compulsory Position Report</p> <p><b>△ △</b> RNAV Waypoint Compulsory and Non-Compulsory Position Report</p> <p><b>◆ ◆</b> VOR/DME RNAV Waypoint Compulsory and Non-Compulsory Position Report</p> <p><b>◆ ◆</b> NRS (Navigation Reference System) Waypoint</p> <p><b>←</b> Denotes DME Fix (Distance same as route mileage)</p> <p><b>← 00</b> Denotes DME Fix and Mileage</p> <p><b>△ ←</b> Offset arrows indicate facility forming a Reporting Point. (Away from VHF/UHF, Toward LF/MF NAVAID)</p> <p><b>△ →</b></p> <p><b>X X</b> Mileage Breakdown or Computer Navigational Fix (CNF) (no ATC functions)</p>	<p style="text-align: center; margin-top: 0;"><b>AIRSPACE INFORMATION</b></p> <p>Open area (white) indicates controlled airspace. (Class A)</p> <p>Shaded area (brown) indicates uncontrolled airspace. (Class G)</p> <p style="text-align: center;">Class A Airspace</p> <p>That airspace of the State of Alaska and designated offshore airspace from 18000' MSL to and including FL 600 excluding airspace less than 1500' above the surface of the earth</p> <p><b>CTA/FIR NAME OCEANIC IDENT</b> Air Traffic Service example</p> <p><b>▭</b> Additional Control Area limit</p>
<b>MISCELLANEOUS</b>	
<p>2010 Isogonic Line and Value shown each 4° <b>— 4°W —</b></p> <p>ALL MILEAGES ARE NAUTICAL UNLESS OTHERWISE STATED</p> <p>ALL RADIALS AND BEARINGS ARE MAGNETIC UNLESS OTHERWISE STATED</p> <p>ALL ALTITUDES ARE MSL UNLESS OTHERWISE STATED</p> <p>ALL TIME IS COORDINATED UNIVERSAL TIME (UTC), DAYS ARE LOCAL North American Datum of 1983 (NAD 83), for charting purposes, is considered equivalent to World Geodetic System 1984 (WGS 84).</p> <p>‡ During periods of Daylight Saving Time (DT), effective hours will be one hour earlier than shown. All states observe DT except Arizona.</p>	
<b>MORSE CODE</b>	

Continued on Legend Panel Information - AK (3)

**APPENDIX 22  
LEGEND PANEL INFORMATION - ALASKA (CONTINUED)**

Continued from Legend Panel Information - AK (2)

FOLD LINE

MISCELLANEOUS	
2010 Isogonic Line and Value shown each 4° <span style="color: green;">—— 4°W ——</span> ALL MILEAGES ARE NAUTICAL UNLESS OTHERWISE STATED ALL RADIALS AND BEARINGS ARE MAGNETIC UNLESS OTHERWISE STATED ALL ALTITUDES ARE MSL UNLESS OTHERWISE STATED ALL TIME IS COORDINATED UNIVERSAL TIME (UTC), DAYS ARE LOCAL North American Datum of 1983 (NAD 83), for charting purposes, is considered equivalent to World Geodetic System 1984 (WGS 84). † During periods of Daylight Saving Time (DT), effective hours will be one hour earlier than shown. All states observe DT except Arizona.	
MORSE CODE	
A ---	H ....
B ....	I ..
C ---	J ---
D ---	K ---
E .	L ...
F ...	M --
G ---	N --
O ---	P ....
Q ---	R ...
S ...	T -
V ...	U ...
1 ---	2 ---
3 ---	4 ---
5 .....	6 ---
7 ---	8 ---
9 ---	0 ---

SPECIAL USE AIRSPACE	
 P-56  R-123  W-1234  CYA-101  CYD-102  CYR-103   W-101A   W-101B	P - Prohibited Area R - Restricted Area W - Warning Area  In Canada: CYA - Advisory Area CYD - Danger Area CYR - Restricted Area  Line delimits internal separation of same Special Use Area  Complete information is tabulated on front panel

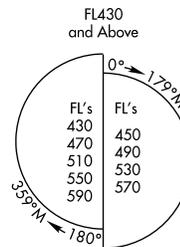
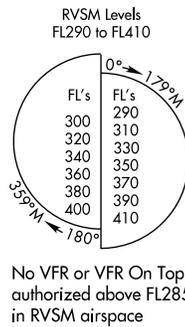
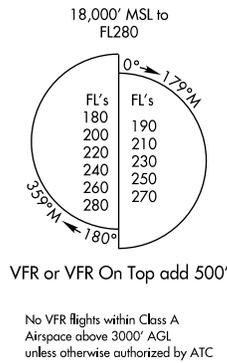
  

EXAMPLE OF GROUPING	
<p>Jet Route centerline by-passing a facility which is not part of that specific route</p> <p>MEA-31000 J804R 091° 273° 000.0</p> <p>MEA-29000D 050 MEA-29000D 230 135</p> <p>W-1234 040 W-1234 119° 1300-0530Z</p> <p>MEA-31000 J126 70 227</p> <p>Effective Times of Preferred Single Direction Routes</p> <p>Magnetic Reference Bearings will not be shown on joint Jet/RNAV routes</p>	<p>MEA is established with a gap in navigation signal coverage</p> <p>MEA GAP</p> <p>110 Holding Pattern</p> <p>117 5A 85</p> <p>FIXNM N49°51.07' W92°50.93'</p> <p>Holding Fixes have coordinate values shown</p> <p>Water Vignette</p>

TRIM LINE

FOR ADDITIONAL SYMBOL INFORMATION REFER TO THE CHART USER'S GUIDE

**CRUISING ALTITUDES - U.S.**  
IFR within controlled airspace as assigned by ATC  
All courses are magnetic



AK H-2 (BLACK PLATE) AK H-2 (BROWN PLATE) AK H-2 (BLUE PLATE) AK H-2 (GREEN PLATE)

TRIM LINE