IFR AERONAUTICAL CHART SYMBOLS

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

**AIRPORT DATA**

**LOW/HIGH ALTITUDE**

- Airports: Seaplane bases shown in BLUE and GREEN have an approved Instrument Approach Procedure published. Those in BLUE have an approved 500 Instrument Approach Procedure and/or DOD RADAR MINIMA published in DOD FLIR or Alaska Terminal. Airports/Seaplane bases shown in BROWN do not have an approved Instrument Approach Procedure.

- All IAP Airports are shown on the Low Altitude Charts.
- Non-IAP Airports shown on the U.S. Low Altitude Charts have a maximum hard surface runway of 3000'.
- Non-IAP Airports shown on the Alaska Low Altitude Charts have a minimum hard or soft surface runway of 3000'.
- Airports shown on the U.S. High Altitude Charts have a minimum hard surface runway of 5000'.
- Airports shown on the Alaska High Altitude Charts have a minimum hard or soft surface runway of 6000'.

**AIRPORT DATA DEPICTION**

**LOW ALTITUDE**

- Airport Name
- Elevation (in feet)
- Leng. of Longest Runway (in feet)
- Indicated Self Surface
- Frequency
- Lighting
  - No Lighting Available
  - P-3 Lighting Available
  - P-3 Lighting Available or on request
  - P-3 Lighting Available or on request
  - P-3 Lighting Available or on request

  For complete information consult the Airport / Facility Directory or IFR FR Supplement.

1. Parentheses around airport name indicates no military landing rights available (U.S. only).
2. Airport elevation given in feet above or below mean sea level.
3. Length of longest runway given to nearest 100 feet with 70 feet as the dividing point (Add 00).
4. Pt - Private use, not available to general public.
5. A solid line box enclosing the airport name indicates FAB 93 Special Requirements - see Directory / Supplement.
6. "NO SVFR" above the airport name indicates AF 91.15 (a) Special VR Flight is prohibited.
7. Class C or Class D Airspace.
8. There is a NO A / G Notification on Alaska Low Altitude Charts.
9. Airports may be offset for enroute navigational aids.

**HIGH ALTITUDE - U.S.**

(Airport Name)

1. Parentheses around airport name indicates no military landing rights available (U.S. only).
2. Pt - Private use, not available to general public.
3. Airport symbol may be offset for enroute navigational aids.

**HIGH ALTITUDE - ALASKA**

(Airport Name)

1. Parentheses around airport name indicates no military landing rights available (U.S. only).
2. Airport elevation given in feet above or below mean sea level.
3. Length of longest runway given to nearest 100 feet with 70 feet as the dividing point (Add 00).
4. Pt - Private use, not available to general public.
5. Airport symbol may be offset for enroute navigational aids.
**RADIO AIDS TO NAVIGATION**

**VHF OMNIDIRECTIONAL RADIO RANGE (VOR)**

LOW/ HIGH ALTITUDE

VHF / UHF Data is depicted in Black
LF / MF Data is depicted in Brown

**DISTANCE MEASURING EQUIPMENT (DME)**

VOR / DME

**TACTICAL AIR NAVIGATION (TACAN)**

TACAN

"L" and "H" Category Radio Aids are enclosed in a black square.

**NON-DIRECTIONAL RADIO BEACON (NDB)**

LOW/ HIGH ALTITUDE

NDB or RBN with Magnetic North Indicator

**MARINE RADIO BEACON (RBN)**

LOW ALTITUDE

**COMPASS LOCATOR BEACON**

LOW ALTITUDE

**ILS LOCALIZER**

LOW ALTITUDE

**WAYPOINT DATA**

HIGH ALTITUDE - ALASKA

<table>
<thead>
<tr>
<th>Coordinates</th>
<th>NAME</th>
<th>Frequency</th>
<th>Distance</th>
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</thead>
<tbody>
<tr>
<td>N59°00'00&quot;</td>
<td>PINE BLUFF</td>
<td>LF 116.0 PBE 101.7 (V)</td>
<td>348° 41.57'</td>
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</tbody>
</table>

**WAYPOINT**

LOW/ HIGH ALTITUDE

NAME
### Low Altitude Airways

**VOR Airways / Jet Route**
- **VOR** / **ADF**
- **VHF** / **MF**

**Uncontrolled LF / MF Airways**
- **A0**

**Directions of Flight Indicator**
- **A0**
- **ATC Rtn**

**Single Direction Routes**

**Low Altitude**
- **R000**
- **Effective Time of Route**

**High Altitude**
- **R000**
- **Air Traffic Service (ATS) Route**

**Direction of Flight Indicator**

**Low Altitude - Canada**
- **Even**

**Substitute Route**

**Low Altitude**
- **Unfused and supporting data shown in brown**
- **See NOTAMs or appropriate publication for specific information**

**Unusable Route**

**Low Altitude**
- **Low Altitude - Canada**
- **Even**

**By-Pass Route**

**High Altitude**
- **Jet Route centerline by-passing a facility which is not part of that specific route**

**Military Training Routes (MTR)**

**Low Altitude**
- **MTRs 5 NM or less both sides of centerline**
- **MTRs greater than 5 NM either or both sides of centerline**

**Distance Measuring Equipment (DME) Fix**

**Low Altitude**
- **Denotes DME Fix (distance same as airway / route mileage)**
- **Denotes DME Fix (extended mileage shown when not otherwise shown)**

**Minimum Enroute Altitude (MEA)**

**Low Altitude**
- **A0**

**High Altitude**
- **A0**

**Minimum Enroute Altitude (MEA) Gap**
- **A0**

---

### High Altitude Routes

**Low Altitude**
- **Non-Compulsory Reporting Point (No report required at the next compulsory reporting point)**

**Tactical Air Navigation (TACAN) Fix**

**Low Altitude**
- **Channel**
- **Distant from TACAN**

**Radials and Bearings**

**Low Altitude**
- **Radial inbound from a LF / MF NAV**
- **Bearing inbound to a LF / MF NAV**

**Facility Locators**

**Low Altitude**
- **0000 NM**
- **0000 NM**

**Mileages**

**Low Altitude**
- **0000**
- **Total Mileage between Compulsory Reporting Points and/or NAV**
- **0000**
- **Mileage between other Reporting Points, NAV and/or Mileage Breakdown**

**Nautical (NM)**

**Distance Measuring Equipment (DME) Fix**

**Low Altitude**
- **5550**
- **Directional MEA**
- **3550**

**High Altitude**
- **MEA-31000**

**Minimum Enroute Altitude (MEA) Gap**

**Low Altitude**
- **MEA Gap**

**Minimum Enroute Altitude (MEA)**

**Low Altitude**
- **MEA**

**High Altitude**
- **MEA**

---

**CAUTION**: Inset charts do not depict MTRs.
# IFR Enroute Low/High Altitude U.S. & Alaska Charts

## MAXIMUM AUTHORIZED ALTITUDE (MAA)
- All Altitudes Are MSL Unless Otherwise Noted

## MINIMUM OBSTRUCTION CLEARANCE ALTITUDE (MOCA)
- All Altitudes Are MSL Unless Otherwise Noted

## CHANGEOVER POINT
- VOR Changeover Point giving mileage to NAVADs (Not shown at midpoint locations)

## ALTITUDE CHANGE
- MAA, MOCA and/or MAA change or other than NAVADs

## MINIMUM CROSSING ALTITUDE (MCA)

## MINIMUM RECEPTION ALTITUDE (MRA)

## HOLDING PATTERNS
- Holding reporting points have consistent values shown

## AIR DEFENSE IDENTIFICATION ZONE (ADIZ)
- Adjoining ADIZ

## AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)
- ARTCC Remote Sites with discrete VHF and UHF frequencies

## AIR TRAFFIC SERVICE IDENTIFICATION DATA
- Type of Area Traffic Service
  - CTA/CTR
  - ENDUR
  - CTA/ANT
  - UTR
  - CLC

## ALTIMETER SETTING CHANGE
- All Altitudes Are MSL Unless Otherwise Noted

## FLIGHT INFORMATION REGIONS (FIR)
- Adjoining FIR

## CONTROL AREAS (CTA)
- Adjoining CTA

## UPPER INFORMATION REGIONS (UIR)
- Adjoining UIR

## UPPER CONTROL AREAS (UTA)
- Adjoining UTA

## ADDITIONAL CONTROL AREAS
- Adjoining FIR

## OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDE (OROCA)
- Example: 12,500 feet
AIRSPACE INFORMATION

SPECIAL USE AIRSPACE

LOW/ HIGH ALTITUDE

P - Prohibited Area
R - Restricted Area
W - Warning Area
L - Low Only
A - Alien Area
C - Control Area
D - Danger Area

In the Caribbean, the first 2 letters represent the country code, i.e. M - Bahamas, ML - Cuba

EXCLUSION AREA

AND NOTE

Internal lines delimit separation of the same Special Use Area or Exclusion Areas

SEE AIRSPACE TABULATION ON EACH CHART FOR COMPLETE INFORMATION ON:

AREA IDENTIFICATION
EFFECTIVE ALTITUDE
OPERATING TIME
CONTROLLING AGENCY VOICE CALL

SPECIAL USE AIRSPACE
Continued

CONTROLLED AIRSPACE

HIGH ALTITUDE

CLASS A AIRSPACE

Open Area (White)

That airspace from 18,000' MSL to and including 41,000', including the airspace overlying the waters within 12 NM of the coast of the contiguous United States and Alaska and designated offshore areas, excluding Santa Barbara Island, Farallon Island, the airspace south of latitude 25°40'00"N, the Alaska Peninsula west of longitude 160°00'00"W, and the airspace less than 1,500' AGL.

That airspace from 18,000' MSL to and including 41,000', including Santa Barbara Island, Farallon Island, the Alaska Peninsula west of longitude 160°00'00"W, and designated offshore areas.

LOW ALTITUDE

CLASS B AIRSPACE

Screened Blue with a Solid Blue Outline

That airspace from the surface to 10,000' MSL (unless otherwise designated) surrounding the nation's busiest airports. Each Class B airspace area is individually tailored and consists of a surface area and two or more layers.

MODE C AREA

A Solid Blue Outline

That airspace within 30 NM of the primary airports of Class B airspace and within 10 NM of designated airports. Mode C transponder equipment is required. (see FAA 91.215)

LOW ALTITUDE

CLASS C AIRSPACE

Screened Blue with a Solid Blue Dashed Outline

That airspace from the surface to 4,000' (unless otherwise designated) above the elevation of the nearest airport (charted in NAAL). The normal radius of the outer limit of Class C airspace is 10 NM. Class C airspace is also indicated by the letter C in a box following the airport name.

LOW ALTITUDE

CLASS D AIRSPACE

Open Area (White)

That airspace, from the surface to 2,500' (unless otherwise designated) above the airport elevation (charted in NAAL), surrounding those airports that have an operational control tower. Class D airspace is indicated by the letter D in a box following the airport name.
### IFR ENROUTE LOW/HIGH ALTITUDE U.S. & ALASKA CHARTS

---

#### AIRSPACE INFORMATION

**CONTROLLED AIRSPACE**

**Canada Only**

- **LOW ALTITUDE**
  - **CLASS II AIRSPACE**
  - Open Area (White)
  - That controlled airspace below 14,500' MSL which is not Class B, C, or D.
  - Federal airways from 1,200' AGL to but not including 18,000' MSL (unless otherwise specified).
  - Other designated control areas below 14,500' MSL.
  - Not Chartered.
- That airspace from 14,500' MSL to but not including 18,000' MSL, including the airspace overlying the waters within 1/2 NM of the coast of the contiguous United States and Alaska and designated offshore areas, excluding the Alaska Peninsula west of longitude 160° 00' 00" W and the airspace less than 1,500' AGL.

---

**UNCONTROLLED AIRSPACE**

- **LOW/ HIGH ALTITUDE**
  - **CLASS G AIRSPACE**
  - Screened Brown Area
  - Low Altitude
  - That portion of the airspace below 14,500' MSL that has not been designated as Class B, C, D or E airspace.
  - High Altitude
  - That portion of the airspace from 18,000' MSL and above that has not been designated as Class A airspace.

---

#### NAVIGATIONAL AND PROCEDURAL INFORMATION

**ISOGONIC LINE AND VALUE**

**LOW/ HIGH ALTITUDE**

- Isogonic lines and values shall be based on the five year epoch.

**TIME ZONE**

**LOW/ HIGH ALTITUDE**

- Central Std: +6/UTC
- Eastern Std: +5/UTC

- During periods of Daylight Saving Time (DST), effective hours will be one hour earlier than shown. All states observe DST except Arizona and that portion of Indiana in the Eastern Time Zone.

**ENLARGEMENT AREA**

- **JACKSONVILLE AREA CHART A-1**

---

#### NOTES

**LOW/ HIGH ALTITUDE**

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

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

- CAUTION: ACCURACY OF AIR TRAFFIC SERVICES RELATIVE TO HAVANA FBU CANNOT BE CONSIDERED, CONSULT NOTAMS.

- North American Datum of 1983 (NAD 83) for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
### Navigational and Procedural Information

#### Morse Code

<table>
<thead>
<tr>
<th>Letter</th>
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<th>Value</th>
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<td>B</td>
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</tr>
<tr>
<td>C</td>
<td>---</td>
<td>3</td>
</tr>
<tr>
<td>D</td>
<td>----</td>
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</tr>
<tr>
<td>E</td>
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<tr>
<td>L</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>M</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

#### Boundaries

**International**

- Limited when coincident with ARTCC or FIR.

**U.S. / Russia Maritime Line**

- Russia
- United States

**Date Line**

- International Date Line
- Monday
- Sunday

#### Hydrography

**Shoreline**

[Image of a shoreline]
**AIRPORTS**

<table>
<thead>
<tr>
<th>AIRPORT DATA</th>
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</thead>
<tbody>
<tr>
<td><strong>LANDPLANE-CIVIL</strong> Refueling and repair facilities for normal traffic.</td>
<td><img src="PHNL" alt="HONOLU intl" /></td>
</tr>
<tr>
<td><strong>LANDPLANE-CIVIL AND MILITARY</strong> Refueling and repair facilities for normal traffic.</td>
<td><img src="PHKO" alt="HKO INTL" /></td>
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<tr>
<td><strong>LANDPLANE-MILITARY</strong> Refueling and repair facilities for normal traffic.</td>
<td><img src="PHMR" alt="KALAOA" /></td>
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**RADIO AIDS TO NAVIGATION**

<table>
<thead>
<tr>
<th>VHF OMNIDIRECTIONAL RADIO RANGE (VOR)</th>
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<tr>
<td>VOR</td>
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<td>VOR / DME</td>
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<td>VORTAC</td>
<td><img src="VORTAC" alt="VORTAC" /></td>
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<td>TACAN</td>
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<tr>
<th>DISTANCE MEASURING EQUIPMENT (DME)</th>
<th>NARC</th>
<th>NPRC</th>
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<thead>
<tr>
<th>TACTICAL AIR NAVIGATION (TACAN)</th>
<th>NARC</th>
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**IDENTIFICATION BOX**

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<th>VHF Frequency</th>
<th>University of Alaska and Longitude</th>
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<td>MG 400</td>
<td>W172°52'52&quot;E</td>
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<td>MG 427</td>
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**AIRSPACE INFORMATION**

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<th>AIR TRAFFIC SERVICE (ATS) OCEANIC ROUTES</th>
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<td><strong>A450</strong></td>
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<td><strong>283</strong></td>
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<td><strong>U8891</strong></td>
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<td><strong>114</strong></td>
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<th>ATS SINGLE DIRECTION ROUTE</th>
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<td><strong>A450</strong></td>
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<th>AERIAL REFUELING TRACKS</th>
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<tr>
<td>AIR-900 E FL 180/270</td>
<td>One Way</td>
</tr>
<tr>
<td>AIR-900 E/W FL 180/270</td>
<td>Two Way</td>
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<table>
<thead>
<tr>
<th>AIR DEFENSE IDENTIFICATION ZONE (ADIZ)</th>
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<tr>
<td>![HAWAIIAN ADIZ](HAWAIIAN ADIZ)</td>
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<td>![JAPAN ADIZ](JAPAN ADIZ)</td>
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<thead>
<tr>
<th>AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)</th>
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<thead>
<tr>
<th>FLIGHT INFORMATION REGIONS (FIR) and/or (CTA)</th>
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<tr>
<td>![HONOLU FIR PHN](HONOLU FIR PHN)</td>
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<th>UPPER INFORMATION REGIONS (UIR)</th>
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<td>![MIKASA IJN WZ](MIKASA IJN WZ)</td>
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<td>![MAZATAN IJN WZ](MAZATAN IJN WZ)</td>
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<td>![MEXICO FIR / USA WPR](MEXICO FIR / USA WPR)</td>
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<thead>
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<th>OCEANIC CONTROL AREAS (OCA) and/or (CTA/FIR)</th>
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<tbody>
<tr>
<td>![OAKLAND OCEANIC COA / HK KIKAK](OAKLAND OCEANIC COA / HK KIKAK)</td>
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<td>![OAKLAND OCEANIC COA / HK KIKAK](OAKLAND OCEANIC COA / HK KIKAK)</td>
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<td>![OKINAWA FIR / OCA KUN](OKINAWA FIR / OCA KUN)</td>
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<th>ADDITIONAL OCEANIC CONTROL AREAS</th>
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<thead>
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<th>NORTH ATLANTIC / MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (NAT/MNPS)</th>
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<tbody>
<tr>
<td>![NAT MNPS (FL 125+F420)](NAT MNPS (FL 125+F420))</td>
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<th>SPECIAL USE AIRSPACE</th>
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<td>![ATLANTIC FLEET WEAPONS RANGE](ATLANTIC FLEET WEAPONS RANGE)</td>
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<table>
<thead>
<tr>
<th>UNCONTROLLED AIRSPACE</th>
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</thead>
</table>
### Mileage Circles

**Note:** Mileages are Nautical (NM)

![120 NM](image)

### Time Zone

**Note:** All time is Coordinated Universal (Standard) Time (UTC)

![UTC](image)

### Overlap Marks

**NPRC Only**

![Overlap Marks](image)

### Compass Rose

**Note:** Compass Roses oriented to Magnetic North

![Compass Rose](image)

### Cultural Boundaries

#### International

![International Boundaries](image)

#### Maritime

![Maritime Boundaries](image)

#### Date Line

![Date Line](image)

### Hydrography

#### Shorelines

![Shorelines](image)

### Notes

#### Warning

- **Warning:** Aircraft infringing upon non-free flying territory may be fired upon without warning.
- **Warning:** Unlisted radio emissions from this area may constitute a navigation hazard or result in border overflight unless unusual precaution is exercised.