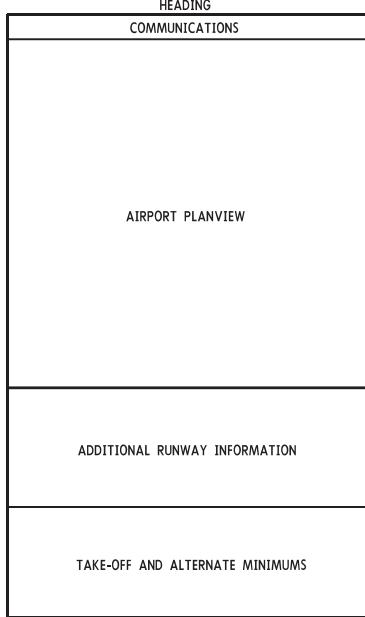


## AIRPORT CHART LEGEND

*NOTE: This section of the Jeppesen legend provides a general overview regarding the depiction of airport diagrams and associated information.*

The following briefly explains the symbology used on airport charts throughout the world. Not all items explained apply to all charts. The airport chart is divided into specific areas of information as illustrated below. To enhance the usability for larger airports, the Communications and Airport Planview sections are depicted on one side of the chart. An added Notes Section along with the Additional Runway Information, Take-off minimums, and Alternate minimums sections are depicted on the reverse side of the chart.

### FORMAT



### HEADING

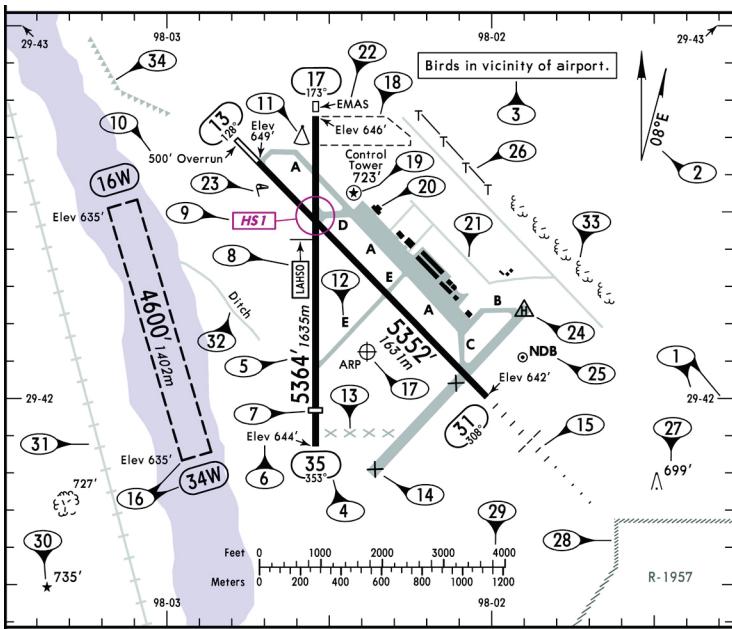


- 1 — ICAO indicators and IATA airport identifiers.
- 2 — Airport elevation.
- 3 — Airport geographic latitude and longitude shown in degrees, minutes, and tenths of minutes.
- 4 — Chart index number. Same as the first approach chart when the airport chart is printed on the reverse side.
- 5 — Chart revision date.
- 6 — Chart effective date.
- 7 — Airport name.
- 8 — Geographic location name.
- 9 — Jeppesen company logo.

## **COMMUNICATIONS**

For Communications Information See Approach Chart Legend — Page APPROACH-2

## AIRPORT PLANVIEW



- 1 — The planview is a "To Scale" graphical depiction of the airport layout, a latitude/longitude grid in degrees, minutes, and tenths of minutes is depicted along the inside of the neat line.
  - 2 — The airport magnetic variation is graphically and numerically depicted.
  - 3 — Airport operational notes are placed within the planview. Notes pertaining to a specific area are placed within the area or tied to it.
  - 4 — Runway designators (numbers) are magnetic unless followed by a "T" for true. Runway bearings are included when known.
  - 5 — Physical length of the runway which does not include stopways, overruns, or adjustments for displaced thresholds. Shown in feet with the meter equivalent included at International Airports.
  - 6 — The runway end elevation is depicted when known.
  - 7 — When applicable, the physical location of displaced thresholds along the runway are shown.
  - 8 — Hold short points along the runway are depicted for Land and Hold Short Operations.
  - 9 — "Hot Spot" areas are depicted along with a corresponding label when applicable. A textual description is included within the planview or below the additional runway information band.
  - 10 — When available, stopways and overruns are depicted with the applicable length.
  - 11 — When known, the location of RVR transmissometers are shown with any applicable identifiers.
  - 12 — All active taxiways and ramp areas are depicted using a grey area fill color. All taxiway identifiers and ramp names are included when known.
  - 13 — All known permanently closed taxiways are shown.
  - 14 — One of two depictions is used for closed runways depending on the nature of the closure:
    - a. Lengths and designators (numbers) are retained when the closure is temporary.
    - b. Lengths and designators (numbers) are removed when the closure is permanent.
  - 15 — The configuration and length of all known approach light systems are shown.

- 16 — All seaplane operating areas/water runways are shown. Runway numbers are followed by a "W", the physical length is included along with elevations.
  - 17 — The geographical location of the Airport Reference Point (ARP) is depicted when known.
  - 18 — Areas under construction are outlined using a light dashed line.
  - 19 — When known, the location of the airport identification beacon is shown.
  - 20 — Buildings on or near the airport are depicted.
  - 21 — Roads on or near the airport are depicted.
  - 22 — Location of Engineered Materials Arresting System (EMAS) pads are shown and labeled.
  - 23 — All known wind direction indicators are depicted.
  - 24 — Helicopter landing pads/areas.
  - 25 — The geographical location of on airport VORs and NDBs is indicated and labeled.
  - 26 — Pole lines that are on or near the airport are depicted.
  - 27 — All known terrain high points and man-made structures with an elevation 50 feet above the nearest rwy end elevation are depicted. The applicable symbol and elevation are shown.
  - 28 — Special use airspace, area outline and designator are depicted. A note, "Entire Chart Lies Within R-XXXX", is shown when the entire chart planview falls within a particular area.
  - 29 — A scale for both feet and meters that is equivalent to the chart scale is shown.
  - 30 — Hazard beacons within the planview are depicted along with an elevation if known.
  - 31 — Railroad tracks on or near the airport are shown.
  - 32 — Ditches in the vicinity of the airport are depicted.
  - 33 — Tree lines are depicted. An open ended tree line indicates the border of a forested area.
  - 34 — Bluffs are shown with the arrows of the symbol pointing down, or toward lower elevation.
- 

#### ADDITIONAL RUNWAY INFORMATION BAND

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS				WIDTH
	LANDING BEYOND Threshold		Glide Slope	LAHSO Distance	TAKE-OFF				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
		(10)							
(11)									

*NOTE: For an explanation of the abbreviations used within the Additional Runway Information Band, see the Abbreviations Section. All distances depicted in the Additional Runway Information Band are in feet, the meter equivalent is also shown at International airports.*

- 1 — Runway designators/numbers are depicted in the upper left and lower right corners of the box. All information shown to the right within the band applies to the indicated runways. When the information differs between runways, the band is separated with a line.
  - 2 — All operational runway lighting and approach light systems are listed.
  - 3 — Runway surface treatment (grooving) is indicated.
  - 4 — "RVR" is depicted when one or more transmissometers are installed along the runway.
  - 5 — When different from the physical runway length, landing distance beyond threshold is shown.
  - 6 — When applicable, the distance from a point abeam the glide slope transmitter to the roll-out end of the rwy is shown. For PAR, the distance is from the GS interception with the runway.
  - 7 — At airports with Land And Hold Short Operations (LAHSO), the distance from the runway threshold to the designated hold short point is shown.
  - 8 — When take-off length is restricted, the physical rwy distance available for take-off is shown.
  - 9 — The physical width of the runway is shown.
  - 10 — This band is expanded to show information for all operational runways in numerical order.
  - 11 — All notes related to the runway information depicted are shown in this section.
-

### TAKE-OFF MINIMUMS

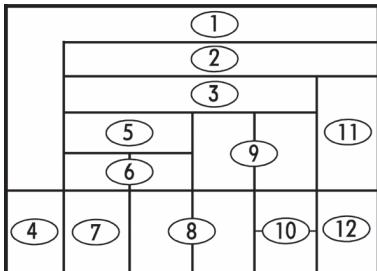
Publication of take-off minimums does not constitute authority for their use by all operators. Each individual operator is responsible for ensuring that the proper minimums are used based on authorization specific to their type of operation.

Wide variations exist regarding take-off minimums depending on the governing agency, typically though they consist of a visibility/ceiling and associated required conditions for use.

Generally, take-off minimums are shown in order of best (lowest) to worst (highest) starting at the top left and progressing to the bottom right of the format. This applies to the overall minimums box as well as for a particular runway or set of runways.

Visibilities and ceilings are shown in feet, statute/nautical miles, meters, and kilometers while RVR is shown in hundreds of feet and whole meters. Values in feet and statute/nautical miles are not labeled, for example; "RVR50" means 5000 feet RVR, "1" means 1 mile, and "300" means 300 feet. Values in meters are labeled with an "m" and kilometers with a "km". Altitudes listed within climb gradient requirements are above Mean Sea Level (MSL). Ceilings specified for take-off are heights Above Airport Level (AAL).

Typical format used for charting take-off minimums:



TAKE-OFF & DEPARTURE PROCEDURE											
<b>Rwy 21R</b>											
With Mim climb of 320'/NM to 500'											
2 operating RVRs required. TDZ RVR controlling.											
CL & HIRL		CL, or RCLM & HIRL		Adequate Vis Ref		STD		Other CEIL-VIS			
1 & 2 Eng		TDZ RVR 5		TDZ RVR 10		RVR 16 or 1/4		RVR 50 or 1		300-2	
3 & 4 Eng		Mid RVR 5		Mid RVR 10		Rollout RVR 10		RVR 24 or 1/2			

- 1 — Take-off minimums header indicating the contents of the minimums box.
- 2 — Runway number/numbers, minimums below apply to the designated runway.
- 3 — General conditions, those that affect a wide range of the depicted minimums.
- 4 — Type of aircraft information is normally depicted here, typically in the form of number of aircraft engines or aircraft approach categories.
- 5 — More specific conditions, those that affect only a few of the minimums.
- 6 — Very specific conditions, those that affect only the minimums directly below.
- 7 — Ceilings and or RVR/visibilities authorized based on the conditions and runways listed above. When a ceiling and visibility are listed, both are required. In this format example, these minimums would represent the "best" (lowest) available take-off minimums.
- 8 — Ceilings and or visibilities authorized based on the conditions above, minimums typically become "higher" with less restrictions.
- 9 — The use of abbreviations is prevalent within the take-off minimums band given that many of the conditions/restrictions have lengthy explanations. See the Chart Glossary and/or Abbreviations sections for a more detailed description.
- 10 — The take-off minimums for a given set of conditions can differ based on aircraft type. Separate minimums are depicted for each aircraft type scenario.
- 11 — Usually the term, "Other" is used to describe take-off minimums having no conditions.
- 12 — This being the farthest minimum box to the right, it would generally contain the highest set of take-off minimums with the least number of conditions for that particular runway.

- 13 — Indicates take-off minimums are compliant with EU-OPS 1 regulations but never below State published values.
- 14 — The "Air Carrier" label indicates that the depicted take-off minimums are applicable for Air Carrier operations only.
- 15 — All operators should be aware that special approval, which may include unique training, is required prior to the use of these minimums.
- 16 — When the RVR and meteorological visibility values differ, both are shown and labeled accordingly.
- 17 — When the charted value can be used as either an RVR or meteorological visibility, no label is shown.
- 18 — All notes that pertain directly and only to the charted take-off minimums are depicted directly under and adjacent to the take-off minimums box.

<b>Standard</b>	<b>1 TAKE-OFF</b>
	<b>AIR CARRIER</b> → 14
<b>All Rwys</b>	
Approved Operators	LVP in force HIRL, CL & mult RVR req
A	RVR 125m
B	RVR 150m VIS 200m
C	RL, CL & mult RVR req
D	RVR 150m 200m
<b>1 U.S. Op Spec: CL Req below 300m</b>	

### ALTERNATE MINIMUMS

Only those alternate minimums that have been published by the governing State Authority specifically for the landing airport will be charted. The values shown will be those supplied by the State.

- 1 — Typically alternate minimums are based on the circle-to-land minimums applicable to the available approach procedures at the landing airport. As a result, the subsequent alternate minimums relate to the aircraft approach categories.
- 2 — The alternate minimums box is labeled as such.
- 3 — All applicable conditional notes are shown directly above the minimums they apply to.
- 4 — Approach procedure ident for all appropriate procedures with the applicable alternate minimums charted directly below.
- 5 — Ceilings and visibilities used in alternate minimums are shown in feet, statute/nautical miles, meters, and kilometers. Values in feet and statute/nautical miles are not labeled, for example; "800" means 800 feet and "2 1/2" means 2 and 1/2 miles. Values in meters are labeled with an "m" and kilometers with a "km".

<b>FOR FILING AS ALTERNATE</b>	
Authorized Only	when Tower Operating
ILS Rwy 10L	NDB Rwy 10L
ILS Rwy 28R	
A	800-2
B	600-2
C	800-2 1/2
D	

### CHART BOUNDARY LINE INFORMATION

CHANGES: Hot Spots added.

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- 1 — A brief summary of the changes applied to the chart during the last revision.
- 2 — Jeppesen Copyright label.
- 3 — Shown when source amendment information has been supplied by the State. Normally these amendment numbers directly relate to the take-off or alternate minimums.

### END OF AIRPORT CHART LEGEND

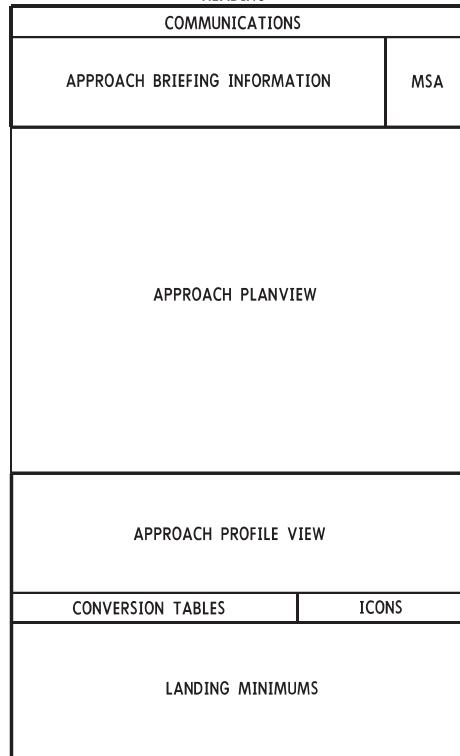
## APPROACH CHART LEGEND

*NOTE: This section of the Jeppesen legend provides a general overview regarding the depiction of approach procedures.*

Approach charts are graphic representations of instrument approach procedures prescribed by the governing authority. The following briefly explains the symbology used on approach charts throughout the world. Not all items explained apply to all charts. The approach chart is divided into specific areas of information as illustrated below.

### FORMAT

#### HEADING

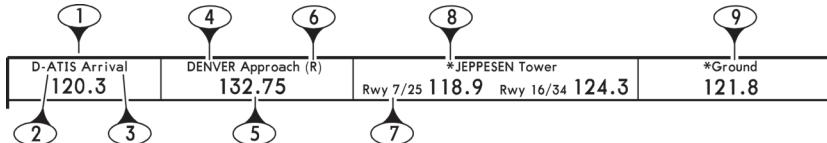


#### HEADING



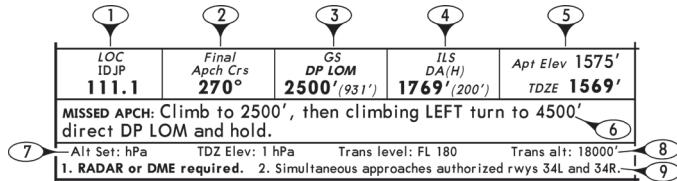
- |   |                                 |
|---|---------------------------------|
| 1 — ICAO indicators and IATA airport identifiers.                                       | 5 — Chart effective date.       |
| 2 — Airport name.   | 6 — Procedure identification.   |
| 3 — Index number. Charts are sequenced by runway number within similar type approaches. | 7 — Geographical location name. |
| 4 — Chart revision date.  | 8 — Jeppesen company logo.      |

## COMMUNICATIONS



- 1 — Communications are shown left to right in the order of normal use.
- 2 — Communication service, call sign is omitted when the service is broadcast only.
- 3 — Functionality of the service is shown when applicable.
- 4 — The service call sign is shown when transmit & receive or transmit only operations are available.
- 5 — All available primary frequencies are depicted.
- 6 — Indicates that radar services are available.
- 7 — Sectors are defined for each frequency when applicable.
- 8 — Indicates the service is part time.
- 9 — When the service is a secondary function, the call sign is omitted.

## APPROACH BRIEFING INFORMATION



- 1 — Approach primary Navaid.
- 2 — Final approach course bearing.
- 3 — Crossing altitude at the FAF. Glide slope crossing altitude for precision approaches. Procedure altitude (Vertical Descent Altitude or Minimum Crossing Altitude) for non-precision approaches.
- 4 — Lowest DA(H) or MDA(H).
- 5 — Airport Elevation and Touchdown Zone/Threshold Elevation.
- 6 — Textual description of the Missed Approach Procedure.
- 7 — Altimeter Setting Information, Barometric Pressure Equivalents are included.
- 8 — Airport/Procedure Transition Level and Altitude.
- 9 — Notes applicable to the Approach Procedure.

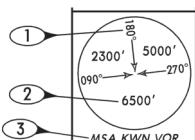
*LOC* ← Navaid Type  
*IDJP* ← Navaid Identifier  
**111.1** ← Navaid Frequency

*WAA* ← RNAV with ground based Augmentation  
**Ch 9317** ← Augmentation System Facility Channel Number  
**W-32A** ← System Approach ID

*GS* ← Altitude Type  
*DP LOM* ← Final Approach Fix  
**2500'(931')** ← Altitude and Height

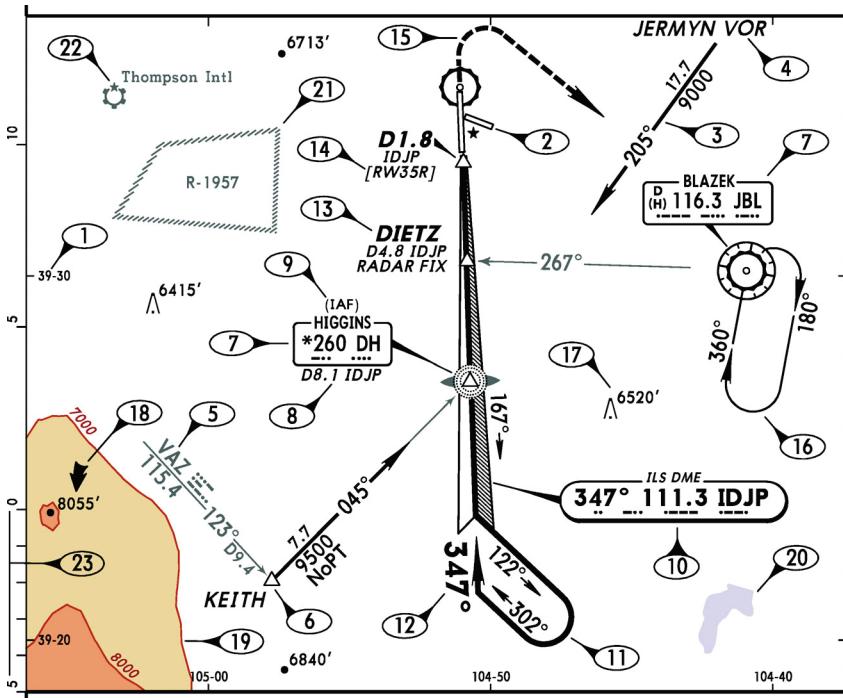
## MINIMUM SAFE or SECTOR ALTITUDE (MSA)

- 1 — Sector defining Radial/Bearing, always depicted to the Navaid/Fix or Airport Reference Point (ARP).
- 2 — Minimum safe/sector altitude.
- 3 — Navaid/Fix/ARP the MSA is predicated on.



*NOTE: Normal coverage is a 25 NM radius from the forming facility/fix. If the protected coverage is other than 25 NM, that radius is depicted below the forming facility/fix.*

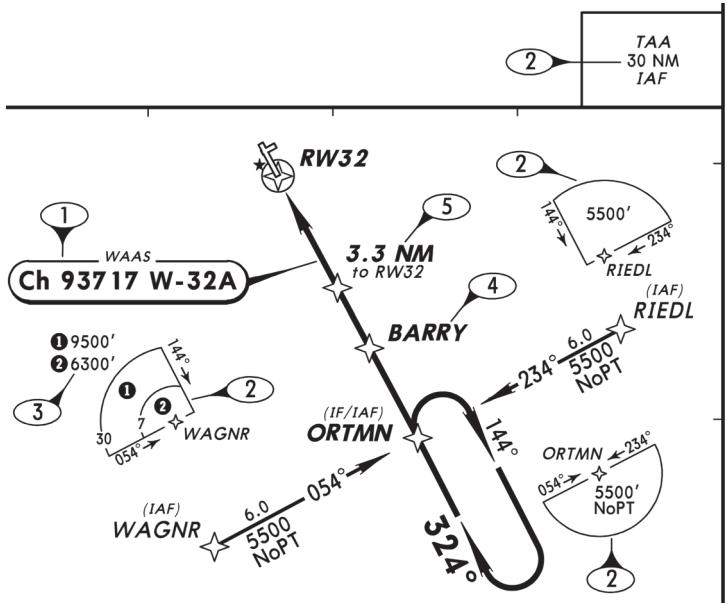
## APPROACH PLANVIEW



- 1 — The planview is a graphical "To Scale" depiction of the approach procedure. Latitude and longitude tics are shown in 10 minute increments along the neatline.
- 2 — Complete runway layout is depicted for the primary airport.
- 3 — Approach transitions are depicted with a medium weight line. The bearing is normally inset within the track with the mileage and associated altitude placed along the track.
- 4 — Off-chart origination navaid/waypoint name. Navaid frequency, ident, and Morse code is shown when required for fix formation.
- 5 — VOR cross radials and NDB bearings used in forming a fix. DME formation distances are shown when applicable. Navaid frequency, ident, and Morse code shown as required.
- 6 — Airspace fixes depicted using several different symbols according to usage.
- 7 — Navaid boxes include the navaid name, identifier, Morse code, and frequency. A letter "D" indicates DME capability with an asterisk indicating part time.
- 8 — Substitute fix identification information located below facility box when applicable.
- 9 — Initial Approach Fixes and Intermediate Fixes are labeled as (IAF) and (IF) respectively.
- 10 — A shadowed navaid box indicates the primary navaid upon which lateral course guidance for the final approach segment is predicated.
- 11 — The final/intermediate approach course is indicated with a heavy weight line.
- 12 — The final approach course bearing shown in bold text, with a directional arrow as needed.
- 13 — Airspace fix names are shown near or tied to the fix, formation info is placed below name.
- 14 — Jeppesen-derived database identifiers are depicted when different from State-supplied name.
- 15 — The missed approach segment is shown with heavy weight dashed line work.
- 16 — Holding/Racetrack patterns are shown with both inbound and outbound bearings. Restrictions are charted when applicable, heavy weight tracks indicate the holding/racetrack is required.
- 17 — Some, but not all, terrain high points and man-made structures are depicted along with their elevations. Generally only high points 400' or more above the airport elevation are shown.

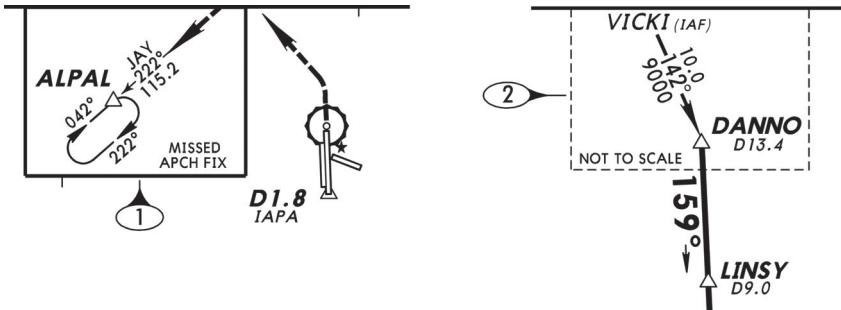
- 18 — Arrow indicates the highest of the portrayed high points within the planview area only.
  - 19 — Generalized terrain contours may be depicted based on several geographic factors.
  - 20 — Rivers/large water bodies are shown. Smaller and seasonal water areas are not depicted.
  - 21 — Some, but not all, Special Use Airspace boundaries and identifiers are depicted.
  - 22 — All secondary IFR airports, and VFR airports that lie under the final approach, are depicted.
  - 23 — Charting scale used is indicated along the left side of the planview.
- 

#### APPROACH PLANVIEW — RNAV PROCEDURE DIFFERENCES



- 1 — A primary navaid box is shown for RNAV approach procedures augmented by ground based facilities. The system type, channel, and system approach ID are shown.
  - 2 — Some RNAV procedures utilize Terminal Arrival Area/Terminal Area Altitude (TAA). A graphical depiction of each TAA sector is placed within the planview in the corresponding area. The TAA's foundational waypoint is depicted along with the forming bearings, arrival altitudes, and applicable NoPT labels. Generally the TAA replaces the MSA as indicated in the MSA box.
  - 3 — When the normal TAA coverage of 30 NM (25 NM ICAO) from the base waypoint is modified, the segmented areas are depicted with the applicable altitudes indicated.
  - 4 — Due to the required use of a database, only waypoint names are shown. Formations and coordinates are omitted.
  - 5 — Along track distances, normally to the next named waypoint, are shown per source for un-named waypoints.
-

## APPROACH PLANVIEW — NOT TO SCALE INSERTS



Insets are used to portray essential procedural information that falls outside of the planview boundary. The use of insets facilitates larger scales for depicting core segments of the procedure.

- 1 — A solid line is used to outline the inset when the information has been remoted from the associated "To Scale" tracks. Labels inside the inset indicate the usage of the contained procedural information.
- 2 — A dashed line is used to outline the inset when the information remains in line with the associated "To Scale" tracks. A NOT TO SCALE label is included inside the inset.

## NON-PRECISION RECOMMENDED ALTITUDE DESCENT TABLE

1	2	4	1		6	7	8
MAL DME	7.0		2.0		NM to KEITH		LOC (GS out)
VDA ALTITUDE	2244'		652'		2756'		

Below the table are numbered callouts: 1, 2, 3, 4, 5, 6, 7, 8, 9.

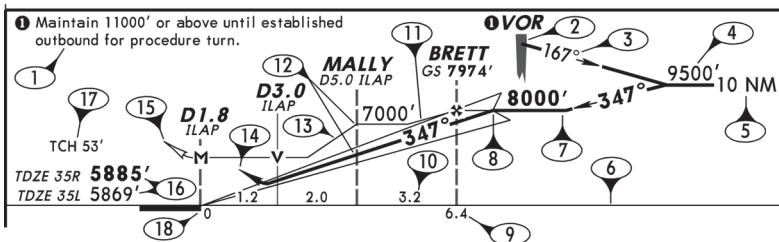
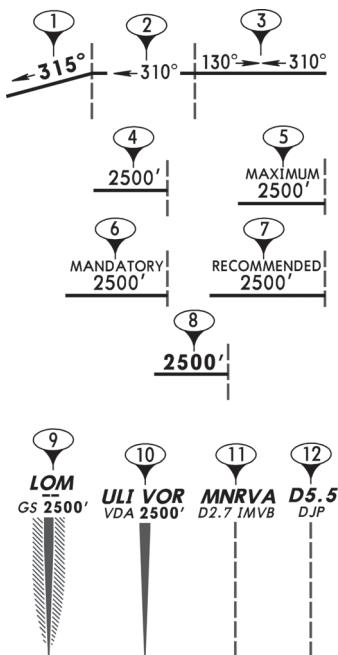
General Description: The Recommended Altitude Descent table, shown to facilitate the CDFA technique, contains "check" altitudes that correlate directly to the Vertical Descent Angle (VDA) used in conjunction with the final approach segment of the procedure. When the State Authority has not supplied this information, Jeppesen will derive the altitudes based on the procedure VDA.

- 1 — The direction of the Recommended Altitude Descent table, top of descent down, is sequenced in the same direction as the flight tracks in the profile. A grey arrow indicates this left-to-right or right-to-left direction.
- 2 — The source for the DME "checkpoints" is indicated by the navaid ident. When the table is Jeppesen-derived, DME is used whenever possible for the establishment of the checkpoints.
- 3 — The row of recommended altitudes is labeled to indicate their associated use with the VDA.
- 4 — The DME distance that defines each checkpoint is depicted in whole and tenths of a NM.
- 5 — A recommended altitude, (which is defined by a position along the VDA at a given point) is supplied corresponding to each checkpoint in the table.
- 6 — When DME is not available, each checkpoint will be defined by a distance to a fix along the final approach course. This distance is shown in whole and tenths of a NM.
- 7 — The "to" waypoint is indicated when checkpoints are defined by a distance to a fix.
- 8 — When a Non-Precision approach is combined with a Precision approach, a qualifier is added to indicate that the depicted recommended altitudes relate to the non-precision approach only.
- 9 — Bold text indicates the altitude is charted in the FAF altitude box within the Briefing Strip.

### APPROACH PROFILE VIEW

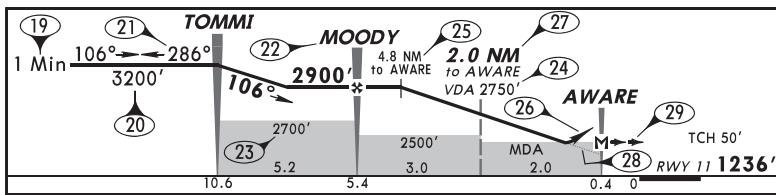
The Profile View graphically portrays the Final/Intermediate segments of the approach. A Not To Scale horizontal and vertical cross section is used.

- 1 — All procedure bearings are shown. Bold text is used to emphasize the Final Approach Course. Arrowheads are added as needed to indicate direction of flight.
- 2 — Bearings are placed either above, below, or inset in the track.
- 3 — Both inbound and outbound bearings are depicted for procedure holding/racetrack patterns.
- 4 — All altitudes depicted in the profile view are MINIMUM altitudes unless specifically labeled otherwise. All altitudes are above mean sea level in feet (AMSL).
- 5 — Maximum altitudes: may be abbreviated "MAX".
- 6 — Mandatory altitudes: abbreviations are not used.
- 7 — Recommended altitudes: abbreviations are not used.
- 8 — Bold text is used to emphasize the procedure altitude at the FAF or the GS intercept altitude at the FAP/FAF. This is also the altitude shown in the Briefing Strip.
- 9 — The type of navaid is indicated. Identifying Morse code is shown for all markers. When known, glide slope crossing altitudes are included.
- 10 — The navaid ident or name is included where confusion may occur. The crossing altitude of the Vertical Descent Angle (VDA) is included whenever applicable.
- 11 — All fix names are shown along with any DME formations. The ident of the source DME is included when multiple DME sources are charted.
- 12 — Stand-alone DME fixes are depicted similar to named waypoints.



- 1 — Procedure notes that relate directly to information portrayed in the profile view are charted within the profile view, normally placed in the upper right or left corners.
- 2 — A "broken" navaid or fix symbol indicates that it does not fall directly in line with the final approach track.
- 3 — Outbound bearings associated with procedure turns are included for situational awareness.
- 4 — Minimum altitude while executing the procedure turn.
- 5 — The distance to remain within while executing the procedure turn. Distance is measured from the initiating navaid/fix unless otherwise indicated.
- 6 — Profile view "ground line". Represents an imaginary straight line originating from the runway threshold. No terrain high points or man-made structures are represented in the profile view.
- 7 — Procedure flight tracks are portrayed using a thick solid line. Multiple separate procedures using the same altitudes are represented by a single line.
- 8 — Final Approach Point (FAP). Beginning of the final approach segment for precision approaches.
- 9 — Nautical Mile (NM) distance to the "0" point. Not included at DME fixes.
- 10 — Nautical Mile (NM) distance between two navaids and or fixes.

- 11 — Final Approach Course bearing. Only repeated if a change in course occurs.
- 12 — Tracks are placed relative to each other based on the corresponding crossing altitudes.
- 13 — Non-precision procedure flight tracks that deviate from the Glide Slope and or the Vertical Descent Angle are depicted as a light solid line.
- 14 — Pull-up representing the DA/MDA or when reaching the descent limit along the GS/VDA.
- 15 — Pull-up arrow associated to a non-precision approach not using a CDFA technique.
- 16 — Touchdown zone, runway end, or threshold elevation labeled accordingly.
- 17 — Threshold crossing height associated to the charted glide slope or vertical descent angle.
- 18 — Runway block symbolizing the runway. The approach end represents the runway threshold.



- 19 — Time limit applicable to the outbound leg of the procedure holding/racetrack.
- 20 — Minimum altitude while executing the procedure holding/racetrack.
- 21 — Outbound and inbound bearings associated to the procedure holding/racetrack.
- 22 — RNAV waypoints are identified by their five character identifier only.
- 23 — Sector Minimum Altitudes (SMA) are represented by a shaded rectangle bordered by the two defining fixes. The minimum altitude is shown along the top edge of the sector.
- 24 — Altitudes that correspond to the VDA.
- 25 — Nautical miles to the next fix is supplied for the "Top of Descent" when not at a fix.
- 26 — Pull up along the VDA at the DA/MDA is depicted relative to the missed approach point.
- 27 — Nautical miles and name of "to" fixes are supplied for all along track distance fixes.
- 28 — A dotted gray line indicates the continuance of the VDA below the DA/MDA.
- 29 — Visual flight track is shown when the missed approach point is prior to the runway threshold.

---

#### DESCENT/TIMING CONVERSION TABLE — LIGHTING BOX — MISSED APPROACH ICONS

Gnd speed-Kts	70	90	100	120	140	160	1	2	3	4	5	6
GS	3.00°	377	484	538	646	753	861					
VDA	3.10°	384	494	548	658	768	878					
FAF to MAP	6.3	5:24	4:12	3:47	3:09	2:42	2:22					

- 1 — Indicates Ground Speed in Knots for several common aircraft approach speeds.
- 2 — For precision approaches, Glide Slope angle is shown in degrees along with relative descent rates in feet per minute.
- 3 — For non-precision approaches, Vertical Descent Angle is shown, when applicable, in degrees along with relative descent rates in feet per minute.
- 4 — The location of the Missed Approach Point is defined, the distance and associated timing is included only when applicable.
- 5 — Installed approach lights, visual approach slope indicators, and runway end lights are depicted for the straight-in landing runway.
- 6 — Missed approach Icons which symbolize the initial "up and out" actions associated with the missed approach procedure are depicted. The complete missed approach instructions are shown in textual form in the Briefing Strip.

### LANDING MINIMUMS

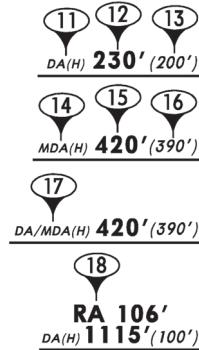
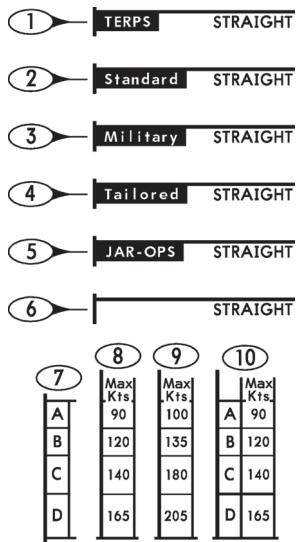
All known authorized landing minimums and associated components out conditions are provided within the minimums section. Publication of landing minimums does not constitute authority for their use by all operators. Each individual operator is responsible for validating that the appropriate approval has been obtained for their use.

- 1 — Indicates that the landing minimums published are based on TERPS change 20 or later version. U.S. OPSPEC requirement for non-CDFA penalty applies.
- 2 — Indicates that the published landing minimums are compliant with EU-OPS 1. State supplied values are compared to EU-OPS 1 and the higher of the two published.
- 3 — Indicates that the landing minimums published have been supplied by a State Military. No comparison has been done to any other landing minimum criteria.
- 4 — Indicates that the landing minimums or development criteria have been supplied to Jeppesen by the customer.
- 5 — Indicates that the published landing minimums are compliant with JAR-OPS 1. State supplied values are compared to JAR-OPS 1 and the higher of the two published.
- 6 — No label indicates that the published minimums are based on different standards than those listed for the labels explained above.
- 7 — Aircraft approach categories (also see Chart Glossary).
- 8 — TERPS Maximum circling speeds.
- 9 — ICAO maximum circling speeds.

*NOTE: Known deviations from the TERPS or ICAO maximum circling speeds will be shown. For countries that do not supply maximum circling speeds, aircraft approach categories will be shown.*

- 10 — For Circle-To Land only approaches, both the aircraft approach categories and the appropriate maximum circling speeds are shown just prior to the minimums.
- 11 — Decision Altitude (Height) label, used as an indicator for the two subsequent values (also see Chart Glossary).
- 12 — Decision altitude shown in feet above Mean Sea Level.
- 13 — Decision height shown in feet Above Ground Level based on the straight-in approach reference datum.
- 14 — Minimum Descent Altitude (Height) label, used as an indicator for the two subsequent values (also see Chart Glossary).
- 15 — Minimum descent altitude shown in feet above Mean Sea Level.
- 16 — Minimum descent height shown in feet Above Ground Level based on the straight-in approach reference datum or, the airport elevation when applicable to the Circle-To-Land minimums.
- 17 — Decision Altitude and or Minimum Descent Altitude (Height) is shown when either can be used depending on operational approval. The use of a DA(H) in conjunction with a non-precision approach may require operational authorization.
- 18 — Radio Altimeter height, associated with CAT II precision approaches.

Landing visibilities are supplied for all approach procedures. As a service to our customers, when the Governing State Authority has not provided straight-in landing visibilities for a particular approach procedure, they will be derived by Jeppesen based on EU-OPS 1 guidelines. A "Standard" label (explained above) in the upper left corner of the minimums band indicates that the published visibilities are EU-OPS 1 compliant. Visibilities that have been derived by



Jeppesen are all **RVR VALUES**. Operators using these visibilities should be aware of this especially if their standard operating procedures do not require a conversion when a meteorological visibility is reported (Met Vis to RVR/CMV).

Visibilities are shown for all known approach conditions separated out according to aircraft approach categories. Visibility values are reported and thus depicted in the form of Nautical/Statute miles, Feet, Meters, and Kilometers. RVR values, when reported and authorized by the State Authority, are shown

alone/paired with a meteorological value and are labeled "R". Visibilities are shown separated by linework with the applicable aircraft category to the far left of the minimums box and all relevant approach conditions shown above the column.

- 1 — Nautical or Statute mile visibilities are depicted in whole and fractions of a mile. No units label is shown; a specified visibility of "V 1" means "1 mile".
- 2 — Equivalent Runway Visual Range (RVR) values associated with nautical/statute mile visibilities represent readings in hundreds of feet, as R 24 meaning 2400 feet RVR. RVR values are shown when authorized by the State, applicable to a specific approach procedure.
- 3 — Visibility values in meters are labeled with an "m" while values in kilometers are labeled with a "km". When an RVR value is not equivalent to the associated meteorological visibility, both are shown and labeled "R" and "V". When RVR and MET VIS are equivalent, the visibility is shown once, and labeled as R/V, meaning either RVR or MET VIS.
- 4 — The particular condition is Not Authorized.
- 5 — The particular condition does not apply.
- 6 — Indicates that a ceiling is required as part of the overall landing minimums. Ceilings are shown as a height above ground level in feet or meters depending on the unit used for reporting.
- 7 — When required, ceilings are depicted prior to the associated visibility. A label is shown when ceilings are combined with visibilities.
- 8 — Type of approach is indicated when multiple types are combined.
- 9 — Known conditions that affect the minimums are shown above the visibilities which may or may not be affected by that condition.
- 10 — Notes that only apply to the charted minimums are shown within the minimums band.
- 11 — Label for straight-in minimums, and the straight-in runway number.
- 12 — Sidestep landing minimums are shown when supplied by the State.
- 13 — Notes that apply to a given set of minimums are shown above the affected values.
- 14 — The set of minimums applicable when a circling maneuver is required are labeled as such.
- 15 — The MDA(H) label for circle-to-land minimum descent altitudes and the associated height is shown at the top of the column.

A	1
B	V 1½
C	V 1¾

A	2
B	R 40 or V ¾
C	R 60 or V ¼

A	3
B	R 1500m
C	V 1600m
D	R/V 1800m
	V 3.2km

D	4
	NA

D	5
	NOT APPLICABLE

**CEILING REQUIRED**

6

7	CEIL-VIS
A	400' - V 1600m
B	

STRAIGHT-IN LANDING RWY 35L		SIDESTEP LANDING RWY 35R		CIRCLE-TO-LAND	
LOC (GS out)		MDA(H) 500' (470')		NA West of Runway 17L/35R	
DA(H) 230' (200')		MDA(H) 420' (390')		Max Kts	
FULL	RAIL or ALS out		RAIL out	ALS out	
A				V1	
B	10 I R 24 or V ½	R 40 or V ¾	R 40 or V ¾	R 50 or V1	
C				V1	V 1½
D		R 40 or V ¾	R 60 or V ¼	V 1½	V2
1 RVR 18 with Flight Director or Autopilot or HUD to DA.		10		90	540' (508')-1
				120	540' (508')-1½
				140	640' (608')-2

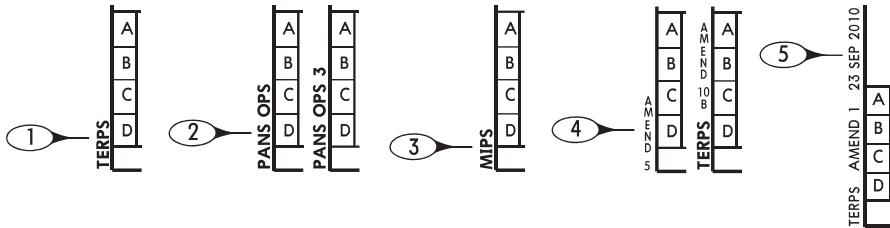
Labels used in conjunction with landing visibility values:

- R An "R" label indicates that the associated value is RVR. When the State Authority has supplied landing visibilities, and has indicated that the value supplied is an RVR, the "R" label is applied. As a value add, when the State Authority has not supplied landing visibilities Jeppesen applies our "Standard" visibilities which are based on EU-OPS 1. Since all straight-in landing visibility values in EU-OPS 1 are in the form of an RVR all values depicted when the State Authority has not supplied visibilities will be labeled' with an "R". How these values are used is dependent on each individual operators regulations.
- V A "V" label indicates that the associated value is a metric or nautical/statute mile visibility. Only visibilities that have been supplied by the State Authority will be labeled with a "V".
- R/V An "R/V" label indicates that the associated value can be either an RVR or visibility depending on what is reported by ATC. Only RVR/Visibility values that have been supplied by the State Authority will be labeled with an "R/V".

#### Guide for Visibility Label Usage:

Operation	Charted Label	Reported By ATC	Probable Pilot Action
Air Carriers Applying EU-OPS	R or RVR	RVR	Value is compared directly to the value on the chart.
		Met Vis	1 Value is converted into an RVR equivalent (CMV) and then is compared to the value on the chart.
	V or VIS	RVR	RVR in feet is converted to SM then compared directly to the value on the chart - or - RVR in meters is compared directly to the value on the chart.
		Met Vis	Value is compared directly to the value on the chart.
	R/V	RVR	Value is compared directly to the value on the chart.
		Met Vis	Value is compared directly to the value on the chart.
Air Carriers Not Applying EU-OPS -and- Non-Commercial Operators	R or RVR	RVR	Value is compared directly to the value on the chart.
		Met Vis	2 Value may or may not be converted to an RVR dependent on the Operators regulations, the resultant value is compared to the value on the chart.
	V or VIS	RVR	RVR in feet is converted to SM then compared directly to the value on the chart - or - RVR in meters is compared directly to the value on the chart.
		Met Vis	Value is compared directly to the value on the chart.
	R/V	RVR	Value is compared directly to the value on the chart.
		Met Vis	Value is compared directly to the value on the chart.
<p><b>1</b> An operator must ensure that a reported meteorological visibility to RVR/CMV conversion is not used for take-off, for calculating any other required RVR minimum less than 800m, or when reported RVR is available.</p> <p><b>2</b> For Non-Commercial operators, your individual regulations dictate the need for and use of landing visibilities.</p>			

## CHART BOUNDARY LINE INFORMATION



- 1 — Label indicates the State has specified that the approach procedure complies with the United States Standard for Terminal Procedures criteria as it relates to aircraft handling speeds and circling area development.
- 2 — Labels indicate the State has specified that the approach procedure complies with the ICAO PANS-OPS criteria as it relates to aircraft handling speeds and circling area development.
- 3 — Label indicates the MIPS design criteria when it is known that the procedure is designed according to Military Instrument Procedures Standardization, which is the short form for AATCP-1, NATO Supplement to ICAO Document 8168-0/PS/611 Volume II.
- 4 — Shown when procedure source amendment information has been supplied by the State (USA).
- 5 — Currently only shown on U.S. approach procedures, the Procedure Amendment Reference Date is supplied on charts with an Effective Date later than 22 OCT 2009. This reference date is used to establish electronic database currency.

**CHANGES:** Airport and TDZ elevations, notes.

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- 6 — A brief summary of the changes applied to the chart during the last revision.
- 7 — Jeppesen Copyright label.

## END OF APPROACH CHART LEGEND

## ENROUTE CHART LEGEND

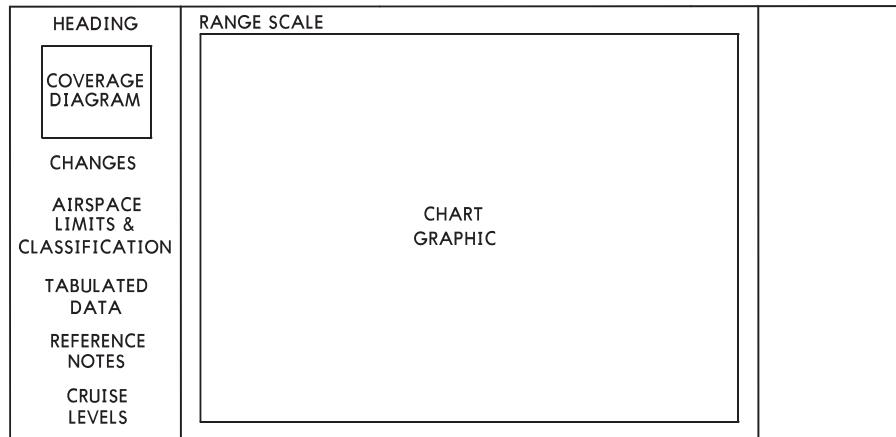
*NOTE: This section of the Jeppesen legend pages provides a general overview regarding the layout and depiction of Enroute Charts.*

Jeppesen Enroute Charts are compiled and constructed using the best available aeronautical and topographical reference charts. Most Enroute Charts use the Lambert Conformal Conic projection. The design is intended primarily for airway instrument navigation to be referenced to cockpit instruments. The following pages briefly explain the information used on Enroute charts throughout the world. Not all items explained apply to all charts. The Enroute chart is divided into specific areas of information as illustrated below.

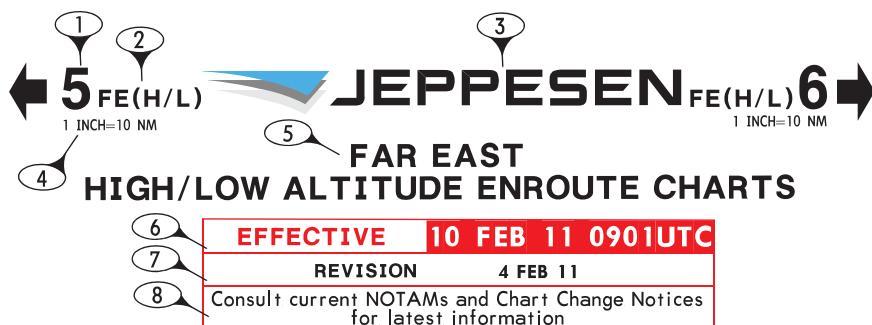
### ENROUTE CHART FORMAT

#### COVER PANEL

#### END PANEL

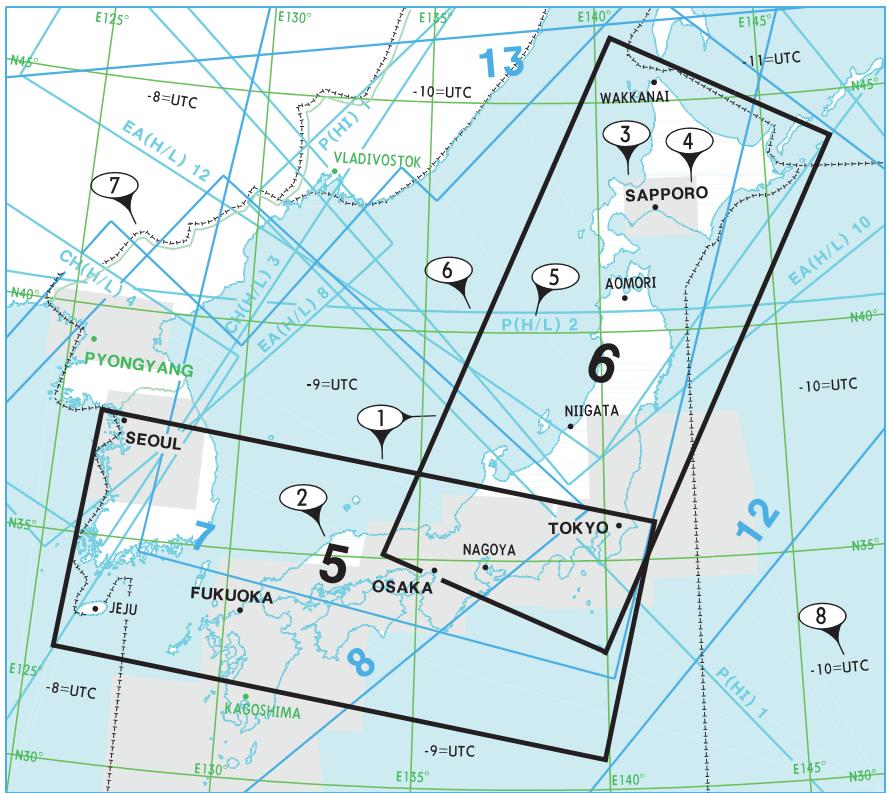


#### HEADING



- 1 — Chart number.
- 2 — Chart name.
- 3 — Jeppesen company logo.
- 4 — Chart scale.
- 5 — Chart region and type.
- 6 — Chart effective date.
- 7 — Chart revision date.
- 8 — Chart Change Notice cross reference statement.

## COVERAGE DIAGRAM



AIRWAYS/ROUTES/CONTROLLED AIRSPACE shown on these charts are generally effective at all altitudes. Listed below are FIRs, UIRs, UTAs etc. on these charts that are restricted by altitude limitations. Those FIRs, UIRs, UTAs etc. not listed have altitude control limitations designated as unlimited or no altitudes specified.

9

- 1 — Chart coverage neatline.
- 2 — Chart number.
- 3 — Area Chart geographic coverage.
- 4 — Area Chart location name.
- 5 — Overlapping Enroute Chart name.
- 6 — Overlapping Enroute Chart geographic coverage.
- 7 — Time Zone Boundary
- 8 — Time Zone Designator
- 9 — Chart intent note.

## CHANGES

1      2      3  
**FE(H/L)5** Training Areas desig, revoked (N of Pohang, Korea).

**FE(H/L)6** Airways desig, realigned (Japan). Tokyo ACC sector limits changed.

- 1 — Chart name.  
 2 — Chart number.

- 3 — Change note providing main changes made since previous revision.

## AIRSPACE LIMITS AND CLASSIFICATION

LIMITS AND CLASSIFICATIONS OF DESIGNATED AIRSPACE					
	CLASS	LOWER- RNAV -UPPER		CLASS	LOWER- RNAV -UPPER
INCHEON FIR AIRWAYS	(E)	GND - FL195 - FL245	FUKUOKA FIR	(A)	FL290 - UNL
	(A)	FL200 - FL600		(E)	GND - FL290
	(D)	8000 - FL200	FUKUOKA OCEANIC CTA	(A)	FL200 - UNL
				(E)	GND - FL200

- 1 — FIR/UIR, Country or Controlled airspace name. 3 — Airspace vertical limits.  
 2 — Airspace classification.

TABULATED DATA  
COMMUNICATIONS

1	ARACAJU, BRAZIL Santa Maria, Aracaju Control (App) 119.0 120.3	p6C	2	BELO HORIZONTE, BRAZIL •Pampulha-Carlos Drummond De Andrade, Belo Horizonte Control (App) (R) 119.65 129.1 129.4 Control (Dep) (R) 120.2 Twr 118.0 Gnd 121.6	SBCF p2D	3	BRASILIA, BRAZIL Pres Juscelino Kubitschek Intl, Brasilia Control (App)(R) 119.2 119.119.7 120.0 120.3 Dep(R) 119.5 Twr 118.1 118.45 Gnd 121.8	SBBR p2C
4	BELEM, BRAZIL Val De Cans/Julio Cesar Ribeiro Intl., Belem Control App(R) 121.9	p4B	5	•Tancredo Neves Intl, Belo Horizonte Control (App) (R) 119.65 129.1 129.4 Control (Dep) (R) 120.2 Confins Twr 118.2 Gnd 121.9		1	Curvelo, BRAZIL Curvelo *Twr 119.1 119.5	p2D

- 1 — Airport Location name. IFR = Upper case. VFR = Upper/Lower case.  
 2 — Airport name.  
 3 — Charted location is shown by Area chart and/or panel number-letter combination.  
 4 — Communication information (includes call name, App, Arr, Dep, TWR, Gnd).

**BOLD NAME** – Voice Call

T – Transmit only.

G – Guard only.

\* – Part time operation.

X – On request.

(R) – Radar capability.

Airport Broadcast Service frequencies (ATIS, ASOS, AWOS, etc.) are positioned over the airport label on face of chart.

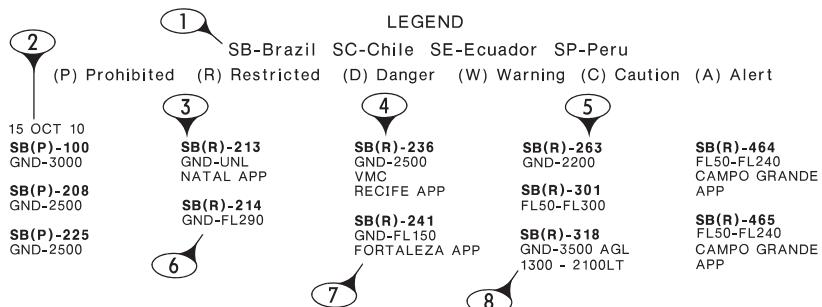
Common EMERGENCY 121.5 – not listed

Refer to Glossary and Abbreviations in Introduction pages for further explanations.

- 5 — Bullet indicates multiple airports under same Location name.

## SPECIAL USE AIRSPACE

# SPECIAL USE AIRSPACE

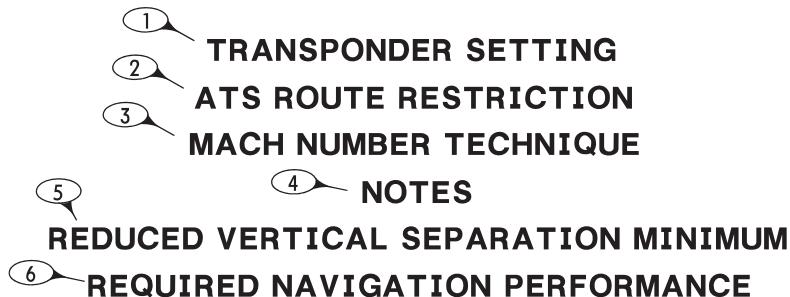


- 1 — Legend which includes:  
Affected Country ICAO ident  
Charted airspace types
- 2 — Tabulation change date.
- 3 — Country ICAO ident.
- 4 — Airspace type.
- 5 — Airspace ident.
- 6 — Airspace vertical limits.
- 7 — Airspace clearance approval agency.
- 8 — Times of Operation. H24 if not specified.

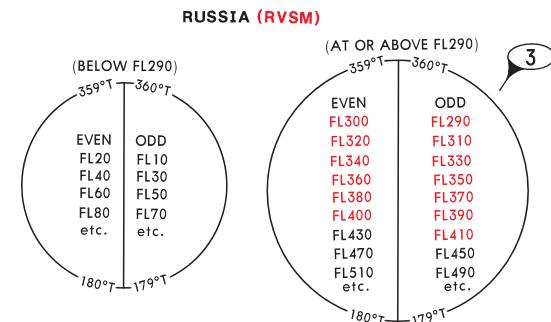
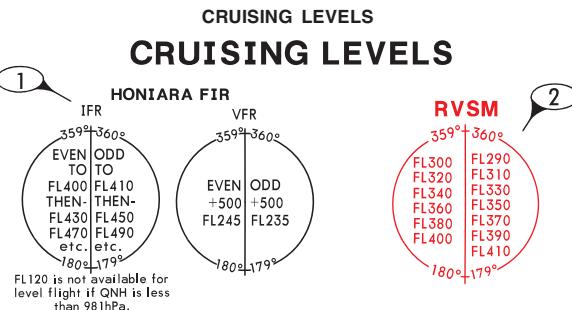
*NOTE: Special use Airspace between GND/MSL and 2000' is not depicted on Enroute and Area charts in several regions.*

---

### REFERENCE NOTES



- 1 — Settings and Procedures for Transponder Operations.
  - 2 — Restrictions associated with ATS routes within a given FIR or UIR.
  - 3 — Procedures for Mach Number reporting within a region or FIR/UIR.
  - 4 — Notes which have operational significance to charted features.
  - 5 — Procedures for RVSM Operations within a region or FIR/UIR.
  - 6 — Procedures and RNP values listed for airways within a region or FIR/UIR.
-



- 1 — Country and/or ICAO specified cruising altitudes/levels.
- 2 — Standard RVSM Cruise Table associated with charted RVSM airspace. Non standard flight levels are depicted on the chart underneath the airway designator.
- 3 — Cruise Table which incorporates both Conventional and RVSM cruising altitudes/levels.

#### RANGE SCALE



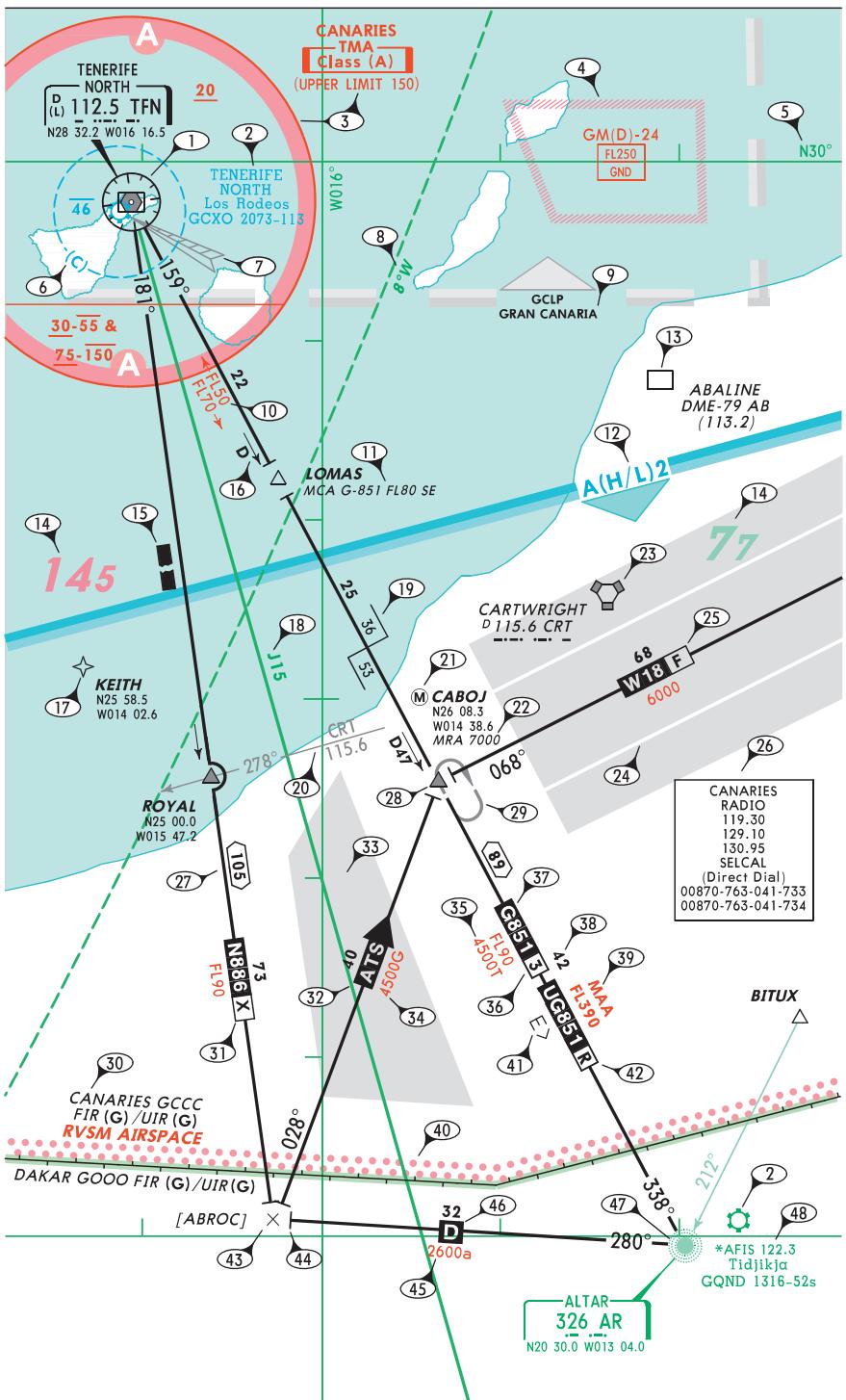
- 1 — Chart scale in Nautical Miles.
- 2 — Chart Projection.

#### END PANEL

End Panels on Jeppesen Enroute Charts are primarily used for additional tabulated and reference information which can not all fit on the Cover Panel.

#### CHART GRAPHIC

The contents of an IFR Enroute chart include information provided by official government source, as well as, on rare occasion Jeppesen derived data. Charts are comprised of aeronautical data, cultural data, hydrography and on some charts terrain data.



- 1 — VORDME. Low and High/Low charts include a Compass Rose with VHF Navaids. Shadow box indicates navaid is airway component, with frequency, identifier, Morse code and INS coordinates. Small "D" indicates DME/TACAN. Class indicated by: (T) Terminal, (L) Low, (H) High.
- 2 — Airports - Location name, Airport name (if different than Location name), ICAO identifier, airport elevation and longest runway length to nearest 100 feet with 70 feet as the dividing point (add 00). "s" indicates soft surface, otherwise hard surface. IFR Airport in blue - Published procedures filed under the location name. VFR airport in green.
- 3 — Controlled Airspace. Limits add 00. When sectorized vertically, lower limit indicated by under bar, upper limit indicated by over bar.
- 4 — Special use airspace.
- 5 — Grid Lat-Long values.
- 6 — CTR. Asterisks are used in association with Class C, D and E airspace in the US only to indicate part time operations, otherwise hours are H24.
- 7 — ILS available at airport.
- 8 — Magnetic Variation.
- 9 — Area chart coverage.
- 10 — Directional MEAs.
- 11 — Minimum Crossing Altitude (MCA).
- 12 — Change to adjoining Enroute chart.
- 13 — DME.
- 14 — Grid MORA. Values 10,000 feet and greater are maroon. Values less than 10,000 feet are green. Values are depicted in hundreds of feet.
- 15 — Gap in Nav Signal coverage.
- 16 — "D" indicates DME/TACAN fix. Segment mileage is DME/TACAN distance from navaid. Arrow without a "D" designates a reporting point from facility.
- 17 — Non Compulsory RNAV Waypoint.
- 18 — High Altitude Route included on some low charts for orientation only.
- 19 — Changeover Point between two navaids.
- 20 — Intersection or fix formation (Bearing, frequency and ident of remote VHF or LF navaid).
- 21 — Met report required.
- 22 — Minimum Reception Altitude (MRA).
- 23 — VORTAC - High Altitude and off-route Navaids do not include a Compass Rose.
- 24 — Uncontrolled airway or advisory route.
- 25 — Route Suffix. D or F indicates ATC Advisory services only. F or G indicates Flight Information services only.
- 26 — Enroute Communications.
- 27 — Total mileage between Navaids.
- 28 — Compulsory Reporting Point represented by screened fill. Non Compulsory Reporting point is open, no fill.
- 29 — Holding pattern.
- 30 — FIR/UIR Boundary name, identifier and Airspace Class.
- 31 — Route usability by non B-RNAV equipped aircraft (within Europe only).
- 32 — Unnamed, official published ATS route with direction indication.
- 33 — Uncontrolled Airspace (Class F or G).
- 34 — GPS MEA.
- 35 — Minimum Obstruction Clearance Altitude (MOCA).
- 36 — Conditional Route Category (See Enroute Text pages Europe).
- 37 — Airway Designator.
- 38 — Segment mileage.
- 39 — Maximum Authorized Altitude (MAA).
- 40 — CNS/ATM Equipment Requirement Boundary.
- 41 — Non Standard Flight Levels (Even Flight Levels in direction indicated).
- 42 — RNAV ATS route when not identified by designator (used outside Europe).

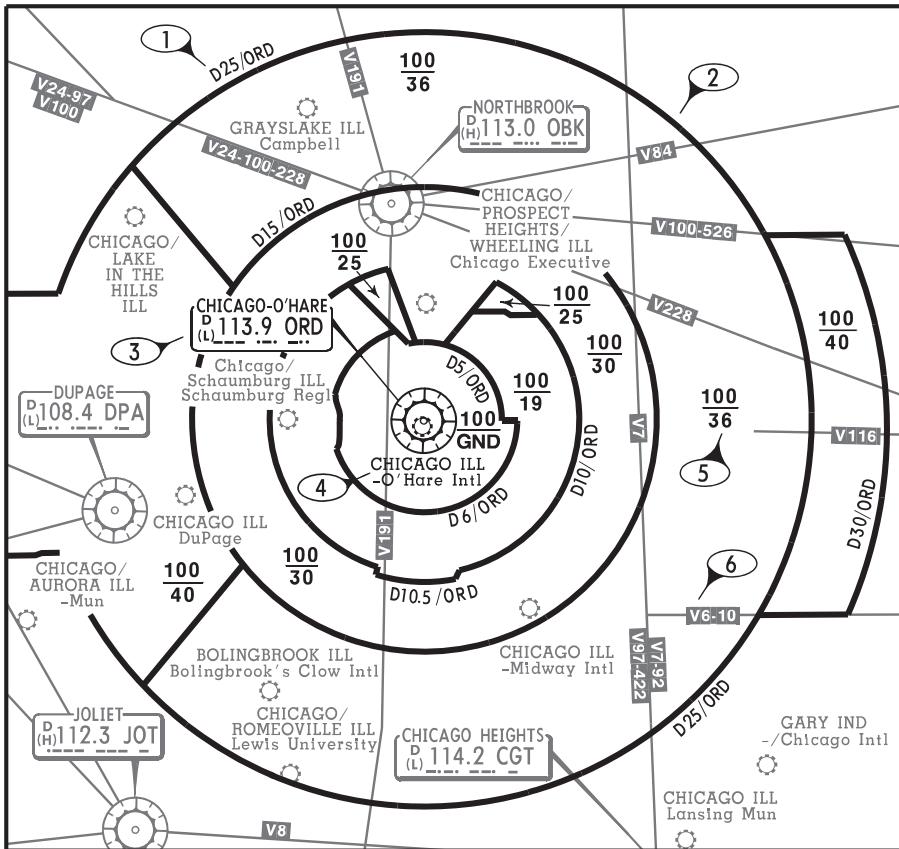
- 43 — Named or unnamed airspace fix or mileage break. Database identifiers are enclosed in square brackets *[ABROC]*. They may be designated by the State (country) as Computer Navigation Fixes (CNFs) or derived by Jeppesen. These identifiers should not be used in filing flight plans nor should they be used when communicating with ATC; however they are also included in computer planning systems. They are shown only to enable the pilot to maintain orientation when using charts in concert with database navigation systems.
- 44 — Altitude Change.
- 45 — Route Minimum Off-Route Altitude (Route MORA).
- 46 — Direct Route (Requires ATC Approval, will not be accepted in Flight Plans).
- 47 — NDB.
- 48 — Communications related to Airport listed above Airport label. App/Arr, Dep, Twr and Gnd listed in Chart tabulations. Asterisk indicates part time operation.

#### 10-1B CHART LEGEND

10-1B charts depict the horizontal and vertical limits of Terminal airspace established by official source publications and provide orientation details for flights operating within the area. Associated airport communications are also included.

10-1B charts depicting US Class B airspace also includes general IFR and VFR Flight Procedures appropriate to that particular area.

#### SAMPLE 10-1B CONTENT



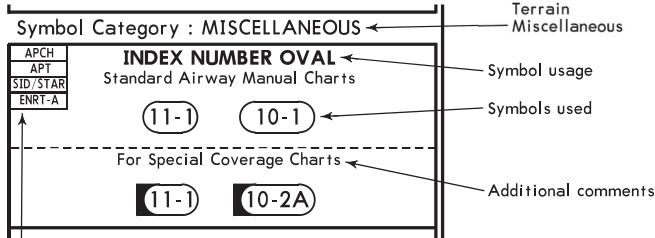
- 1 — DME arc distances used to define the Terminal airspace.
- 2 — Bold line represents the horizontal limits of the Terminal airspace and airspace sectors.
- 3 — Primary navaid used to further define the horizontal limits of the Terminal airspace.
- 4 — Primary airport is shown in bold print.
- 5 — Vertical limits of the Terminal airspace within charted sector in hundreds of feet.
- 6 — Screened information provided for orientation purposes. This includes airway information, airports and navaids.

**END OF ENROUTE CHART LEGEND**

## CHARTING SYMBOLS LEGEND

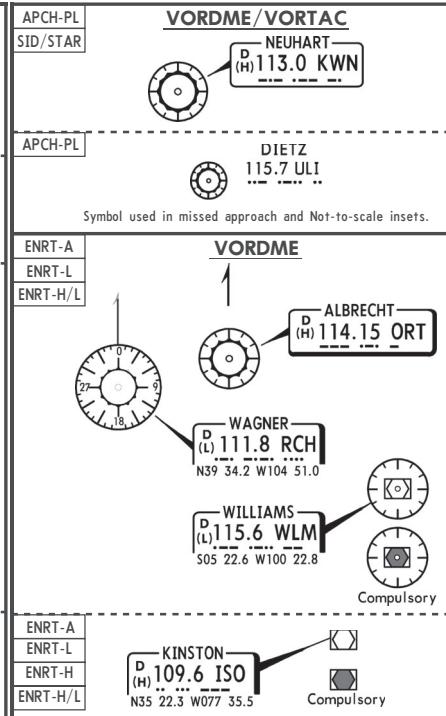
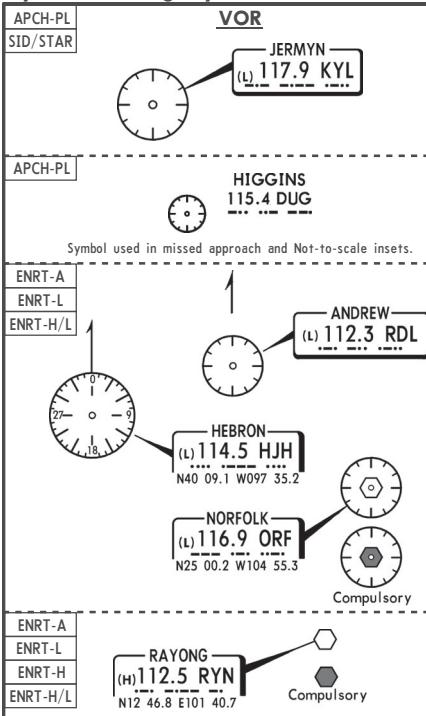
The symbol legend is broken up into the following general categories:

Navads  
Airspace & Boundaries  
Airport  
Routes & Airways  
Airspace Fixes  
Lighting Box & Missed Approach  
Terrain  
Miscellaneous

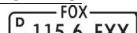
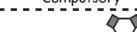
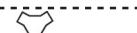
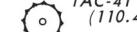
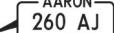
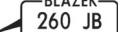
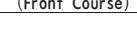
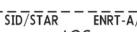


Indicates the types of chart usage.  
The following chart abbreviations are used:

- [APCH-PL] Approach Chart - Planview
- [APCH-PR] Approach Chart - Profile View
- [APT-PL] Airport Chart - Planview
- [SID/STAR] SID, STAR, Arrival & Departure Charts
- [ENRT-A] Enroute Area Charts
- [ENRT-L] Enroute Low Altitude Charts
- [ENRT-H] Enroute High Altitude Charts
- [ENRT-H/L] Enroute High/Low Altitude Charts

**Symbol Category: NAVAIDS**

## Symbol Category: NAVAIDS

ENRT-A	VORTAC	
ENRT-L	FÖX (L) 115.6 FXX	N46 26.1 W077 54.9
ENRT-H/L		
		
MINERVA (L) 111.9 VAZ N50 02.0 E008 34.2		
ENRT-A	REDFEATHER	
ENRT-L	(H) 114.2 CRL	N40 51.1 W105 38.0
ENRT-H		
ENRT-H/L		
ENRT-A	DME	
ENRT-L	EDSON DME-31 BN (109.4)	
ENRT-H		
ENRT-H/L	JACOB DME-56 JAC (111.9)	
APCH-PL	TACAN	
SID/STAR	TAC-33 POPLASKI (P) (109.6) DJP	
ENRT-A	RIEDEL TAC-107 AKR (116.0)	
ENRT-L		
ENRT-H	CARLINGTON TAC-41 CAR (110.4)	
ENRT-H/L		
APCH-PL	NDB/LOCATOR	
SID/STAR	AARON 260 AJ	
APCH-PL	BLAZEK	
SID/STAR	260 JB	
ENRT-A		
ENRT-L		
ENRT-H/L	Locator co-located with a Marker (LOM)	
ENRT-A	KASTEN 364 JHN	
ENRT-L		
ENRT-H	THOMPSON 254 TMP	
ENRT-H/L	Compulsory	
APCH-PL	ILS, LOC, LDA, SDF, MLS, or KRM (Front Course)	
SID/STAR	358° 111.9 IJMP	
ENRT-A		
ENRT-L		
		

APCH-PL	LOC (Back Course)	
SID/STAR	250° 109.7 IVLP (FRONT CRS 070°)	
ENRT-A		
ENRT-L		
ENRT-H/L		
APCH-PL	LOC-DME 111.75 ISNA	
SID/STAR		
APCH-PL	Offset Localizer	
SID/STAR		
APCH-PL	Markers	
SID/STAR		
APCH-PR	When co-located, the marker symbol is cleared from the associated waypoint or navaid.	
APCH-PR	OM	
APCH-PR	MM	
APCH-PR	IM	
APCH-PR	VOR/VORDME/VORTAC/NDB	
APCH-PR	VOR	
APCH-PR	NDB	
APCH-PR	ILS Glide Slope	
APCH-PR	GLS Glide Slope	
APT-PL	NAVAIDS	
APT-PL	VOR	
APT-PL	NDB	

## Symbol Category: AIRSPACE & BOUNDARIES

ENRT-A	<b>Special Use Airspace</b>
ENRT-L	Advisory Area (Canada), Alert Area,
ENRT-H	Caution Area, JDA Areas (Japan),
ENRT-H/L	Military Operations Area, Temporary Reserved Airspace, Training Area, Warning Area
APCH-PL	
APT-PL	
SID/STAR	
ENRT-A	<b>Special Use Airspace</b>
ENRT-L	Areas of Intense Air Activity, Danger Area,
ENRT-H	Flight Restricted Zones(FAA), Fuel Dumping
ENRT-H/L	Areas, High Intensity Radio Transmission Areas, Prohibited Area, Restricted Area
APCH-PL	
APT-PL	
SID/STAR	
ENRT-A	<b>Special Flight Rules Area (FAA)</b>
ENRT-L	
ENRT-H	
ENRT-H/L	
ENRT-A	<b>Class A Airspace</b>
ENRT-L	Control Area Extensions(Canada), Control Areas,
ENRT-H	Military Terminal Control Areas, Transition
ENRT-H/L	Areas(Canada), Terminal Control Areas, Upper Control Areas
ENRT-A	<b>Class B Airspace</b>
ENRT-L	Class B (FAA), Control Area Extensions(Canada),
ENRT-H/L	Control Areas, Military Terminal Control Areas,
	Transition Areas (Canada), Terminal Control Areas, Upper Control Areas
ENRT-A	<b>Class C Airspace</b>
ENRT-L	Class C (FAA), Control Area Extensions(Canada),
ENRT-H/L	Control Areas, Military Terminal Control Areas,
	Transition Areas (Canada), Terminal Control Areas, Upper Control Areas
ENRT-A	<b>Class D Airspace</b>
ENRT-L	Control Area Extensions(Canada), Control Areas,
ENRT-H/L	Military Terminal Control Areas, Transition Areas(Canada), Terminal Control Areas, Upper Control Areas
ENRT-A	<b>Class G Airspace</b>
ENRT-L	
ENRT-H	
ENRT-H/L	

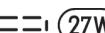
ENRT-H	<b>Control Area, Military Terminal</b>
	<b>Control Area, Terminal Control Area</b>
ENRT-A	<b>Air Traffic Services</b>
ENRT-L	Class D (FAA), Class E (FAA), Control Zone,
ENRT-H/L	Military Control Zone, Tower Control Area
ENRT-A	<b>Air Traffic Services</b>
ENRT-L	Air Traffic Zone, Helicopter Protected Zone,
ENRT-H/L	Helicopter Traffic Zone, Military Air Traffic Zone, Positive Control Area, Special Rules Area/Zone, Traffic Information Area/Zone
ENRT-H	<b>Oceanic Control Area</b>
ENRT-A	<b>Air Defense Identification Zone</b>
ENRT-L	
ENRT-H	
ENRT-H/L	
ENRT-A	<b>Flight Information Region /</b>
ENRT-L	<b>Upper Flight Information Region</b>
ENRT-H	
ENRT-H/L	
SID/STAR	
ENRT-A	<b>Air Route Traffic Control Center, Area</b>
ENRT-L	<b>Control Center, Area of Responsibility,</b>
ENRT-H	<b>Delegated Airspace, Upper Area</b>
ENRT-H/L	<b>Control Center</b>
ENRT-A	<b>CNS/ATM Equipment Boundary</b>
ENRT-L	(MNPS, RNP, RVSM)
ENRT-H	
ENRT-H/L	
ENRT-A	<b>Random RNAV Area</b>
ENRT-L	
ENRT-H	
ENRT-H/L	

## Symbol Category: AIRSPACE & BOUNDARIES

ENRT-A	<b>Enroute Communications Sector</b>
ENRT-L	Low or High Altitude Sectors
ENRT-H	
ENRT-H/L	
ENRT-H	High Altitude Sectors (if vertically sectorized) 
APT-PL	
SID/STAR	<b>Lost Comms</b>
	LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
ENRT-A	<b>Frequency Boundary - Class E FIA (Australia)</b>
ENRT-L	
ENRT-H/L	
ENRT-A	<b>Frequency Boundary - Class G FIA (Australia)</b>
ENRT-L	
ENRT-H/L	
ENRT-A	<b>Frequency Boundary - HF</b>
ENRT-L	
ENRT-H	
ENRT-H/L	
ENRT-A	<b>Free Route Airspace</b>
ENRT-H	
ENRT-H/L	
ENRT-A	<b>International Boundary</b>
ENRT-L	
ENRT-H	
ENRT-H/L	
APCH-PL	
APT-PL	
SID/STAR	
ENRT-A	<b>Mandatory Broadcast Zone</b>
ENRT-L	
ENRT-H/L	
ENRT-A	<b>QNE/QNH Boundary</b>
ENRT-L	
ENRT-H	
ENRT-H/L	
SID/STAR	
ENRT-A	<b>RVSM Transition Boundary</b>
ENRT-L	
ENRT-H	
ENRT-H/L	

ENRT-A	<b>Special VFR</b>
ENRT-L	
ENRT-H/L	
ENRT-A	<b>Speed Restriction Boundary</b>
ENRT-L	
ENRT-H	
ENRT-H/L	
ENRT-A	<b>Time Zone</b>
ENRT-L	
ENRT-H	
ENRT-H/L	
ENRT-H	<b>State/Province Boundary</b>
	
ENRT-A	<b>Common Traffic Advisory Frequency Boundary (Australia)</b>
ENRT-L	
ENRT-H	
ENRT-H/L	
ENRT-A	<b>Advisory Radio Area, Radar Area/Zone</b>
ENRT-L	
ENRT-H	
ENRT-H/L	

## Symbol Category: AIRPORT

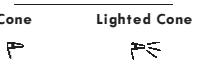
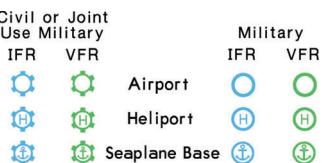
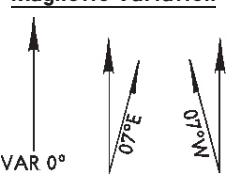
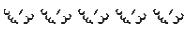
APT-PL	<b>Runway Number</b>
	Runway number is magnetic unless followed by T for true in far north
	
APT-PL	Runway number and (when known) magnetic direction, unless followed by T for true in far north
	
APT-PL	Seaplane operating area, or water runway
	
APT-PL	<b>Seaplane Operating Area</b>
	
APT-PL	<b>Paved Runway</b>
	

**Symbol Category: AIRPORT**

APT-PL	<u>Unpaved Runway</u>	
APT-PL	<u>Displaced Threshold</u>	
APT-PL	<u>Stop Bar or Hold Line</u>	
APT-PL	<u>Category II/III Hold Line</u>	
APT-PL	<u>Approach lights extending to displaced threshold</u>	
APT-PL	<u>Arrester Gear</u> Unidirectional	
APT-PL	Bidirectional	
APT-PL	<u>Jet Barrier</u>	
APT-PL	<u>Closed Runway</u>	
APT-PL	<u>Stopway or Overrun</u>	
APT-PL	<u>Area Under Construction</u>	
APT-PL	<u>Runway Shoulder (when readily noticeable)</u>	
APT-PL	<u>Standard ALSF-I</u>	
APT-PL	<u>Standard ALSF-II</u>	
APT-PL	<u>MALSR/SSALR</u>	
APT-PL	<u>MALS/MALSF</u>	
APT-PL	<u>SALS</u>	
APT-PL	<u>SSALF/SSALS</u>	
APT-PL	<u>ODALS</u>	
APT-PL	<u>HIALS (Calvert)</u>	
APT-PL	<u>HIALS (Calvert II)</u>	
APT-PL	<u>HIALS</u>	
APT-PL	<u>LDIN</u>	

**Symbol Category: AIRPORT**

APT-PL	<u>RAIL</u>	
APT-PL	<u>Road</u>	
APT-PL	<u>Trees</u>	
APT-PL	<u>Bluff</u>	
APT-PL	<u>Pole Line</u>	
APT-PL	<u>Railroad</u>	
APT-PL	<u>Ditch</u>	
APT-PL	<u>Buildings</u>	
APT-PL	<u>Lighted Pole</u>	
APT-PL	<u>Unidentified Beacon</u>	
APT-PL	<u>Permanently Closed Taxiway</u>	
APT-PL	<u>Taxiway and Apron</u>	
APT-PL	<u>LAHSO Distance Points</u>	
APT-PL	<u>RVR Measuring Site</u>	

APT-PL	<u>Wind Indicator</u>	
APT-PL	<u>Tee</u>	
APT-PL	<u>Tetrahedron</u>	
ENRT-A	<u>Airports</u>	
ENRT-L		
ENRT-H		
ENRT-H/L		
APCH-PL	<u>Civil or joint use Military</u>	
APT-PL	<u>Airport</u>	
SID/STAR	<u>Military</u>	
	<u>Heliport</u>	
	<u>Seaplane Base</u>	
	<u>Abandoned or closed Airport</u>	
	<u>Authorized Landing Area</u>	
APCH-PL	<u>Airport</u>	
ENRT-A	<u>Heliport</u>	
	<u>Seaplane Base</u>	
APCH-PL	<u>Abandoned or closed Airport</u>	
ENRT-A	<u>Authorized Landing Area</u>	
APT-PL	<u>Helicopter Landing Pad</u>	
APT-PL	<u>Magnetic Variation</u>	
APT-PL	<u>Airport Reference Point (ARP)</u>	
	<u>ARP</u>	
APT-PL	<u>Tree Line</u>	
APT-PL	<u>Building Area</u>	

## Symbol Category: ROUTES & AIRWAYS

APCH-PL	<b>Track/Airway</b>	SID/STAR ENRT-A ENRT-L ENRT-H ENRT-H/L ENRT-L	<b>Altitude Change "T"</b> MEA, MAA, MOCA, or MORA change. Does not apply to GPS MEA's or at Navaids
APCH-PR			—
SID/STAR			→
ENRT-A			→
ENRT-L			→
ENRT-H			→
ENRT-H/L			→
ENRT-L	Overlying High Altitude Airway		
ENRT-L	<b>Diversionary Route</b>	ENRT-A ENRT-L ENRT-H ENRT-H/L	<b>Total Milage</b> Total Mileage between Navaids (23)
APCH-PR	Non-precision when charted with precision approach	SID/STAR ENRT-A ENRT-L ENRT-H ENRT-H/L	<b>Change Over Point</b> Mileages indicate point to change Navaids 22      65
ENRT-A	<b>Arrival/Departure Route</b>	ENRT-A ENRT-L ENRT-H ENRT-H/L	<b>Even and Odd Indicators</b> Even and Odd altitudes are used in direction indicated <E E> <O O> <E&O E&O> E & O
SID/STAR	<b>Transition Track</b>	ENRT-A ENRT-L ENRT-H ENRT-H/L	<b>Prior Permission Required</b> Prior Permission Required from ATC for flight in direction of arrow. ◀PPR
APT-PL	<b>High Level Approach Track</b>	ENRT-A ENRT-L ENRT-H ENRT-H/L	<b>Flight Planned Route</b> FPR..
APCH-PL	<b>Visual Track</b>	ENRT-A ENRT-L ENRT-H ENRT-H/L	<b>Airway By-Pass</b>
APCH-PR			—
APCH-PR	<b>VNAV/VDA</b> Vertical descent angle and/or path	APCH-PL SID/STAR ENRT-A ENRT-L ENRT-H ENRT-H/L	<b>Airway Designator</b> Negative
APCH-PR	Vertical descent angle and/or path to DA for approved operators	APCH-PL	V 102
SID/STAR	<b>Radar Vectors</b>	ENRT-A ENRT-L ENRT-H ENRT-H/L	Positive
APT-PL	<b>Missed Approach Course</b>	ENRT-A ENRT-L ENRT-H ENRT-H/L	U 571
ENRT-A	<b>Navigational Signal Gap</b>	ENRT-A ENRT-L ENRT-H ENRT-H/L	<b>Route Suffix</b> Suffixes are added to indicate more restrictive segment along airway. Each suffix has a unique meaning.
ENRT-L			J 225 R
ENRT-H			
ENRT-H/L			
ENRT-A			<b>One Way Airway</b>
ENRT-L			←
ENRT-H			V 76
ENRT-H/L			

## Symbol Category: ROUTES & AIRWAYS

APCH-PL	Holding Patterns	
APCH-PR		
APT-PL		
SID/STAR		
ENRT-A		
ENRT-L		
ENRT-H		
ENRT-H/L		
SID/STAR	Intercept Route	
ENRT-A		
ENRT-L		
ENRT-H/L		

## Symbol Category: AIRSPACE FIXES

APCH-PL	Non-Compulsory	 
SID/STAR		
ENRT-A		
ENRT-L		
ENRT-H		
ENRT-H/L		
ENRT-H/L		 
APCH-PL	Compulsory	  
SID/STAR		
ENRT-A		
ENRT-L		
ENRT-H		
ENRT-H/L		
ENRT-H/L		  
APCH-PL	RNAV	  
SID/STAR		
ENRT-A		
ENRT-L		
ENRT-H		
ENRT-H/L		
APCH-PL	Mileage Break/CNF	
SID/STAR	Non-Compulsory Fix	
ENRT-A		
ENRT-L		
ENRT-H		
ENRT-H/L		
APCH-PL	Fly Over Fix	
SID/STAR	Indicated by circle around fix	
		  
ENRT-A	Meteorological Report Point	
ENRT-L		
ENRT-H		
ENRT-H/L		
SID/STAR	DME and DME Radial Formation	
ENRT-A		
ENRT-L		
ENRT-H		
ENRT-H/L		

APCH-PR	Non Precision Final Approach Fix	
APCH-PR	Non Precision Missed Approach Fix	

## Symbol Category: LIGHTING BOX & MISSED APPROACH

APCH-PR	Standard ALSF-I	
APCH-PR	Standard ALSF-II	
APCH-PR	MALSR	
APCH-PR	SSALR	
APCH-PR	MALS	
APCH-PR	MALSF	
APCH-PR	SALS	
APCH-PR	SSALF	
APCH-PR	SSALS	

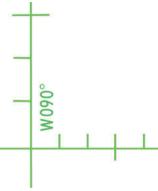
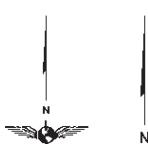
**Symbol Category: LIGHTING BOX &  
MISSSED APPROACH**

APCH-PR	<b>HIALS (Calvert)</b>
APCH-PR	<b>HIALS (Calvert II)</b>
APCH-PR	<b>HIALS</b>
APCH-PR	<b>ODALS</b>
APCH-PR	<b>LDIN</b>
APCH-PR	<b>RAIL</b>
APCH-PR	<b>Climb</b>
APCH-PR	<b>Left Turn (less than 45°)</b>
APCH-PR	<b>Left Turn (greater than 45°)</b>
APCH-PR	<b>Right Turn (less than 45°)</b>
APCH-PR	<b>Right Turn (greater than 45°)</b>
APCH-PR	<b>Direct</b>

**Symbol Category: TERRAIN**

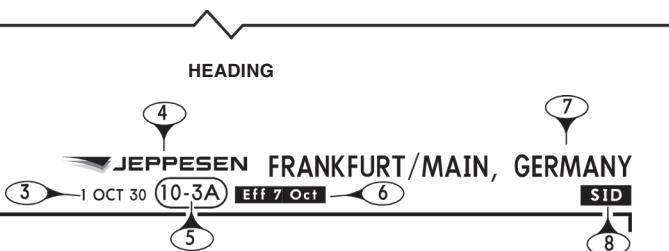
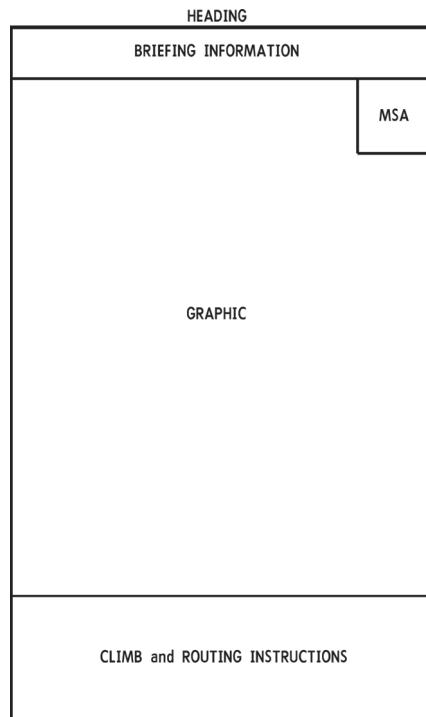
APCH-PL	<b>Natural Terrain High Point</b>
APCH-PL	<b>Man-made High Point</b>
APCH-PL	<b>Unidentified Man-made Structure</b>
APCH-PL	<b>Highest Arrow</b>
APCH-PL	<b>Hazard Beacon</b>
APCH-PL	<b>Generalized Terrain Contours</b>
ENRT-A	<b>Grid MORA</b>
APCH-PL	<b>Water</b>

## Symbol Category: MISCELLANEOUS

APCH APT SID/STAR ENRT-A	<u><b>Index Number Oval</b></u> Standard Airway Manual Charts 	<u><b>Inset Boundary</b></u> 
 	For Special Coverage Charts 	
APCH-PL SID/STAR	<u><b>Holding Pattern Length</b></u> 	<u><b>Remote Communications Outlet (RCO)</b></u>  2.6-LEESBURG <b>FALLS CHURCH</b>
SID/STAR	<u><b>Arrival/Departure Airport</b></u>	<u><b>Grid</b></u> 
APCH-PL	<u><b>City Pattern</b></u> 	<u><b>Isogonic Line</b></u> 
APCH-PL	<u><b>Airline Chart Icon</b></u> 	<b>END OF SYMBOLS LEGEND</b>
APT-PL ENRT-A ENRT-L ENRT-H ENRT-H/L	<u><b>North Arrow</b></u> 	
APT-PL	<u><b>Bar Scale</b></u>	
ENRT-L ENRT-H ENRT-H/L	<u><b>Enroute Chart Overlap</b></u> 	
ENRT-L ENRT-H ENRT-H/L	<u><b>Area Chart Overlap</b></u> 	

## SID/DP AND STAR CHART LEGEND

The SID & STAR section of the Jeppesen legend provides a general overview and depiction of Standard Instrument Departure (SID), Departure (DP), Standard Terminal Arrival Route/Standard Instrument Arrival (STAR), and Arrival charts. These charts are graphic illustrations of the procedures prescribed by the governing authority. A text description may be provided, in addition to the graphic, when it is supplied by the governing authority. All altitudes shown on SID/DP and STAR charts are MSL unless otherwise specified. All mileages are nautical, all radials and bearings are magnetic unless otherwise specified.

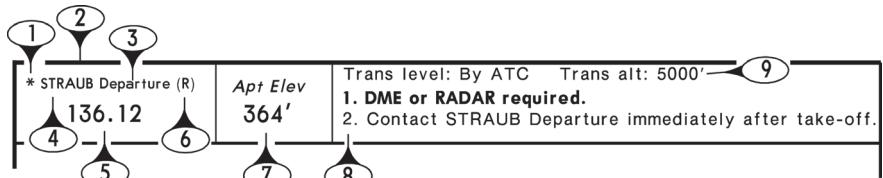


- 1 — ICAO indicators and IATA identifiers.
- 2 — Airport name.
- 3 — Chart revision date.
- 4 — Jeppesen company logo.
- 5 — Index number.

Charts are sequenced alphabetical or by runway number within similar type arrivals or departures.

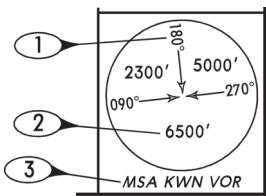
- 6 — Chart effective date.
- 7 — Geographical location name.
- 8 — Chart type identifier.

## BRIEFING INFORMATION



- 1 — Indicates the service is part time.
- 2 — SID/DP Initial Departure Control Services or STAR Weather Services (e.g. ATIS) are depicted.
- 3 — Function of the service is shown when applicable.
- 4 — Service call sign is shown when transmit and receive, or transmit only ops are available. The call sign is omitted when the service is broadcast only or has a secondary function.
- 5 — All available primary frequencies are depicted.
- 6 — Indicates that radar services are available.
- 7 — Airport elevation is provided for Arrival/Departure airport.
- 8 — Procedure restrictions and instructions. Required equipment notes are prominently displayed.
- 9 — Transition Level and Altitude.

## MINIMUM SAFE or SECTOR ALTITUDE (MSA)



- 1 — Sector defining Radial/Bearing, always depicted inbound for the Navaid, Fix or Airport Reference Point (ARP).
- 2 — Minimum safe/sector altitude.
- 3 — Navaid/Fix/ARP the MSA is predicated on.

*NOTE: Normal coverage is a 25 NM radius from the forming facility/fix. If the protected coverage is other than 25 NM, that radius is depicted below the forming facility/fix. MSA is provided when specified by the governing authority for any procedure serving the airport.*

## CLIMB and ROUTING INSTRUCTIONS TABULATED TEXT BOX

Text description might be provided, in addition to the graphic, when it is supplied by the governing authority. Text should be used in conjunction with the graphic to fully understand the procedure to be flown. Neither the text nor the graphic is a stand alone representation of all instructions, speed, and altitude restrictions, but are a combined representation of the procedure.

		INITIAL CLIMB		
RWY			ALTITUDE	
6		Fly runway heading or as assigned for vectors to join filed route.		All aircraft <b>MANTAIN 4000'</b> or assigned lower altitude
24		(SOUTHBOUND) Fly runway heading or as assigned for vectors to join filed route.		
ROUTING				
EXPECT further clearance to filed altitude within 10 minutes after departure.				

Tabulated Text boxes, which include a wide variety of actions, instructions, or restrictions for the pilot, have certain common elements of design for SID, DP and STAR procedures.

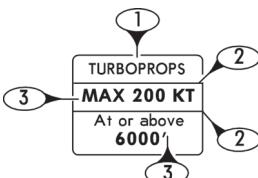
- 1 — General identification applying to certain sections of the procedure, such as Runway, Arrival or SID identification.
- 2 — Segment of flight, such as Initial Climb, Routing, or Landing may be identified.
- 3 — Textual description, which complements the graphic-based depictions or unique instructions, that cannot be graphically represented.
- 4 — General restriction that cannot be incorporated in the graphic or that would enhance understanding of procedure.

### GRAPHIC — INFORMATION BOXES

Information boxes are generally tied to the track, fix, or navaid to which the information applies. The content is associated with the graphic depiction on SID, DP, and STAR charts. Information boxes include a wide variety of actions, instructions, or restrictions.

Though information boxes vary widely based on the complexity of procedures, they do have certain common elements of design.

- 1 — Heading, if included, represent the who, what, where, or why of the information box.
- 2 — Instruction lines are used to separate instructions and conditions for improved clarity.
- 3 — Instructions or conditional statements associated with track, fix, navaid, or procedure.



### GRAPHIC — LOST COMMUNICATIONS PROCEDURE

LOST COMMS ▼ LOST COMMS

Unique lost communication instructions, provided by the governing authority for a procedure, are placed within the graphic and are outlined by the lost communication boundary.

### GRAPHIC — SPEED RESTRICTIONS

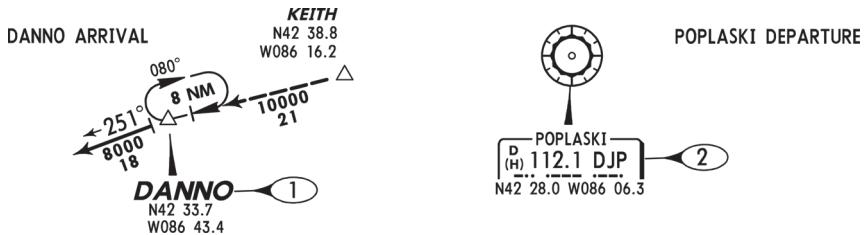
Speed restrictions that apply to the entire procedure are shown below the procedure title.

### **SPEED: DO NOT EXCEED 230 KT UNTIL ADVISED BY ATC**

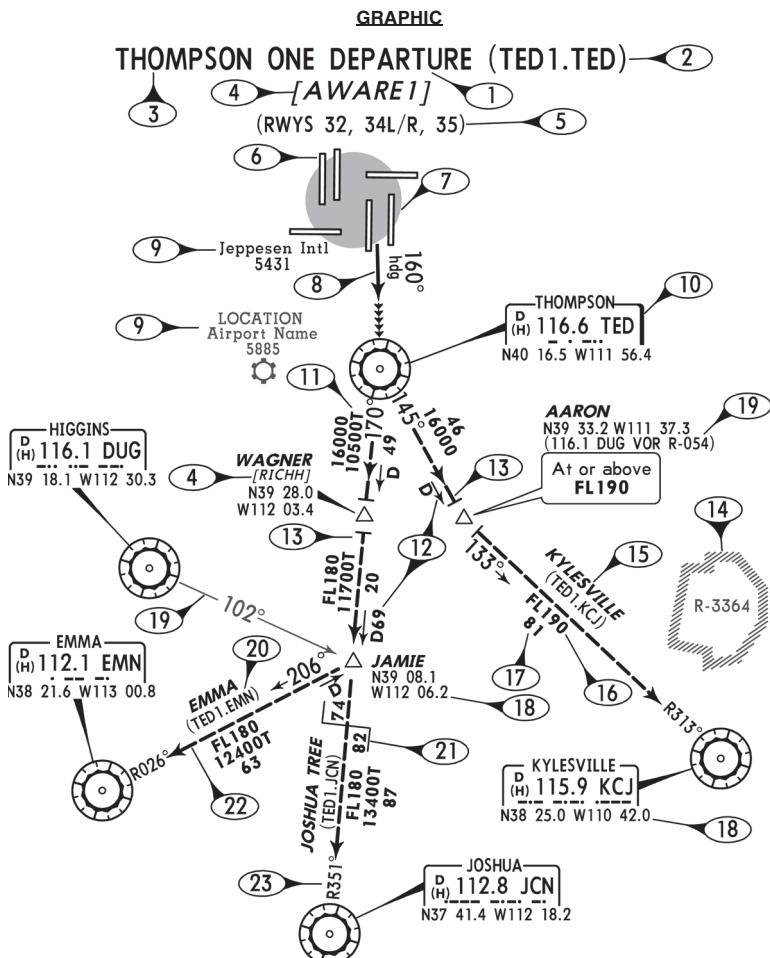
Speed restrictions vary widely within individual procedures. They can be in the tabulated text, boxed, and/or placed in information boxes at the associated track, fix or phase of flight.

### GRAPHIC — STARTING POINT AND END POINT OF STAR, DP, AND SID PROCEDURES

Navaids, intersections, or waypoints identified in the procedure title are shown prominently for easy identification of the starting points on STARs, and the ending points on SID or DP procedures.



- 1 — Intersection or waypoint names are shown in larger text.
- 2 — Navaid boxes include a shadowed outline.



- 1 — Type of procedure.
- 2 — Arrival/Departure code.
- 3 — Arrival/Departure name.
- 4 — Database identifiers are included when different than the Arrival/Departure code or name.
- 5 — Specified qualifying statements, such as runways, navigational requirements, or aircraft type.
- 6 — Runway layout is provided for all hard surface runways.
- 7 — Arrival/Departure airport is highlighted with circular screen.
- 8 — Arrival/Departure track of procedure represents a common course used by multiple transitions.
- 9 — Airport is listed only when SID, DP, or STAR also serves multiple airports, which are screened.
- 10 — Starting Point of STAR and end point of SID/DP procedures are shown prominently.
- 11 — T placed after altitude denotes a Minimum Obstruction Clearance Altitude (MOCA).
- 12 — Radial and DME forms the fix. The DME, if not displayed is the segment distance, if shown it is the total distance from the forming Navaid.
- 13 — Altitude T is placed when the altitude changes along a track at other than a Navaid.
- 14 — Certain Special Use Airspace Areas are charted when referenced in procedure source.

- 15 — Transition name placed on the last segment of the SID/DP and the first segment of STAR procedures.
- 16 — Minimum Enroute Altitude (MEA) unless otherwise designated.
- 17 — Segment distance.
- 18 — Coordinates of fix or Navaids.
- 19 — Formation radials are presented in many ways based on Navaid position & compositional space.
- 20 — Route identification code.
- 21 — At the Changeover point, the pilot changes primary navigation to the next Navaid.
- 22 — Transition track.
- 23 — VOR radial on which aircraft is flying inbound towards the Navaid.

**END OF SID/DP AND STAR LEGEND**

## AIRPORT QUALIFICATION/FAMILIARIZATION

### AIRPORT QUALIFICATION PAGES

U.S. Federal Aviation Regulations (FAR) Part 121.445 specifies pilot in command special airport qualifications. The (FAA) Administrator may determine that certain airports (due to items such as surrounding terrain, obstructions, or complex approach or departure procedures) are special airports requiring special airport qualifications. These requirements do not apply when an entry to that airport (including a takeoff or a landing) is being made if the ceiling at that airport is at least 1,000 feet above the lowest MEA or MOCA, or initial approach altitude prescribed for the instrument approach procedure for that airport, and the visibility at that airport is at least 3 miles.

At other times, no certificate holder may use any person, nor may any person serve, as pilot in command to or from an airport determined to require special airport qualifications unless, within the preceding 12 calendar months:

- a. The pilot in command or second in command has made an entry to that airport (including a takeoff and landing) while serving as a pilot flight crewmember; or
- b. The pilot in command has qualified by using pictorial means acceptable to the Administrator for that airport.

Airport qualification pages, when approved by the certificate holder's Principal Operations Inspector (POI), provide an acceptable means of complying with the above requirement.

The list of special airports is found in the Handbook Bulletin for Air Transportation (HBAT) 03-07. The list is also accessible through the following web site:

<http://www.opspecs.com/ops/SpecialPICairports/>

### AIRPORT FAMILIARIZATION PAGES

Airport familiarization pages are similar to qualification pages, except the familiarization airports are not currently considered a special airport under FAR 121.445. However as with qualification pages, familiarization pages depict airports that are also unique due to items such as surrounding terrain, obstructions, or complex approach or departure procedures.

### ICAO

DOC 7300, Annex 6 specifies that a pilot in command must be currently qualified to be used on a route or route segment. Each such pilot shall demonstrate to the operator an adequate knowledge of aerodromes which are to be used including such things as knowledge of terrain, minimum safe altitudes, and seasonal meteorological conditions. In another provision, an operator may qualify a pilot in command to land at an aerodrome by means of an adequate pictorial presentation.

According to the state authority's recommendation or on the operator's individual decision, both airport qualification and airport familiarization pages can be used for professional familiarization of specific airports.

### DESCRIPTION OF SERVICE

The front side of the overview page provides an aerial image of the airport. The overview image will include key areas of interest surrounding the airport, such as obstructions that could affect flight operations. Below the image is a graphic presentation of the airport and surrounding area. The graphic portion includes airways, navigation aids, general terrain contours, water, roads and city patterns. The graphic also includes an overview arrow that indicates the direction from which the image is viewed.

The reverse side of the overview page provides a textual description of the airport and its surrounding area. The textual description points out key items of interest about the airport, as well as the surrounding area. An annual weather table is also provided on the second half of the page. This table is based on seasonal data and represents average monthly values.

Runway pages portray the airport's primary runways. The top portion of the page provides a view of the approach end of the runway, as seen during the landing phase of flight. Below is a narrative that provides specific information and unique features relating to the runway. The reverse side of the page provides the same type of information for the opposite end of the runway.

All airport pages are updated as significant changes dictate. In addition, Airport Qualification locations are reissued every 24 months.

## APPROACH CHART LEGEND AIRLINE FORMAT

## GENERAL

This legend serves as supplementary information to the new format and regular approach chart legend. The following pages briefly explain the differences and symbols used on airline charts. Airline charts refer only to aircraft categories C and D. Blue as an additional color serves for better differentiation between primary and secondary information.

## APPROACH CHART HEADING

LFSB/MLH BASLE-MULHOUSE		JEPPESEN	BASLE-MULHOUSE, FRANCE
		1 JUL 05	11-3
ATIS 127.87	BASLE Approach 119.35	BASLE Tower 118.3	Ground 121.6

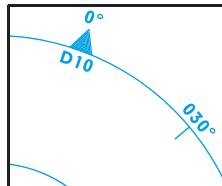
- ① Airline chart icon.
- ② The former reference to CAT II and CAT III suffixes are routinely being omitted by various states according to ICAO recommendations. Whenever possible, CAT I, CAT II, and IIIA ILS procedures will be combined.

LOC MH 111.55	Final Apch Crs 155°	GS D3.6 MH 2030' (1166')	CAT IIIA ILS DH 50' ③	CAT I & II ILS Refer to Minimums	Apt Elev 885' RWY 864'
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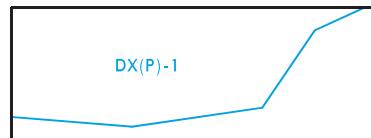
- ③ The lowest permissible CAT IIIA minimum will always be charted if a runway is CATIII approved together with a cross reference note for CAT I and CAT II referring to the minimums.

## PLAN VIEW

DME distance and radial information spaced at intervals of 5 NM



Special use airspace (Prohibited, Restricted, Danger Areas)



Secondary airport



## APPROACH CHART LEGEND AIRLINE FORMAT

## PROFILE VIEW

Recommended Altitude Descent Table

LOC (GS out)	MH DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2480'	2160'	1840'	1520'	1200'

When not already state-supplied, a DME ribbon, beginning at the final approach fix (FAF), will be shown for all non-precision approaches when a suitable DME is used in the procedure.

Conversion Table

Gnd speed-Kts	120	140	160	180
ILS GS 3.00° or				
LOC Descent Gradient	5.2%	637	743	849
MAP at D0.6 MH				

The aircraft approach speeds have been adjusted to better match the aircraft categories C and D.

## APPROACH AND AIRPORT CHART MINIMUMS

Landing Minimums

CAT IIIA		CAT II		CAT I		LOC (GS out)		CIRCLE-TO-LAND	
		ILS C: RA 101' DA(H) 108' (100') D: RA 107' DA(H) 115' (107')							
DH 50'				C: 286' (278') D: 296' (288')		MDA(H) 1000' (992')		Not authorized Northwest of rwy 06R/24L	
			FULL	ALS out		ALS out			
C	RVR 200m	RVR 300m	RVR 650m	RVR 1200m	RVR 1400m	RVR 2000m		Max Kts.	MDA(H) VIS
D					RVR 1800m		180	1210' (1186') 2400m	
							205	1500' (1476') 3600m	

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

Typical depiction of landing minimums for runways approved for ILS CAT IIIA operations.

Take-off Minimums

TAKE-OFF					
All Rwy's					
LVP must be in Force					
Approved Operators HIRL, CL & multi. RVR req	RL, CL & multi. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
C 125m	150m	200m	250m	400m	500m
D 150m	200m	250m	300m		

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

**CAUTION:** Legend pages titled "AIRLINE FORMAT" contain information specific to charts created for airlines. These legend pages include only those items that are unique to the airline format. For information not covered in the "AIRLINE FORMAT" legend, refer to the "NEW FORMAT" and regular "APPROACH CHART LEGEND."

## SID/DP/STAR OVERVIEW CHART LEGEND AIRLINE FORMAT

SID/DP/STAR overview charts are to-scale; however, they are **not** intended for navigation purpose. They serve mainly to enhance terrain and general situational awareness and to provide basic information useful in flight planning. If ordered by your airline, these optional overview charts serve as supplementary information only in conjunction with the associated SID/DP/STAR charts.

The following pages briefly explain the differences and symbols used on the airline overview charts. Blue as an additional color serves to better differentiate between primary and secondary information.

## APPROACH CHART LEGEND AIRLINE FORMAT

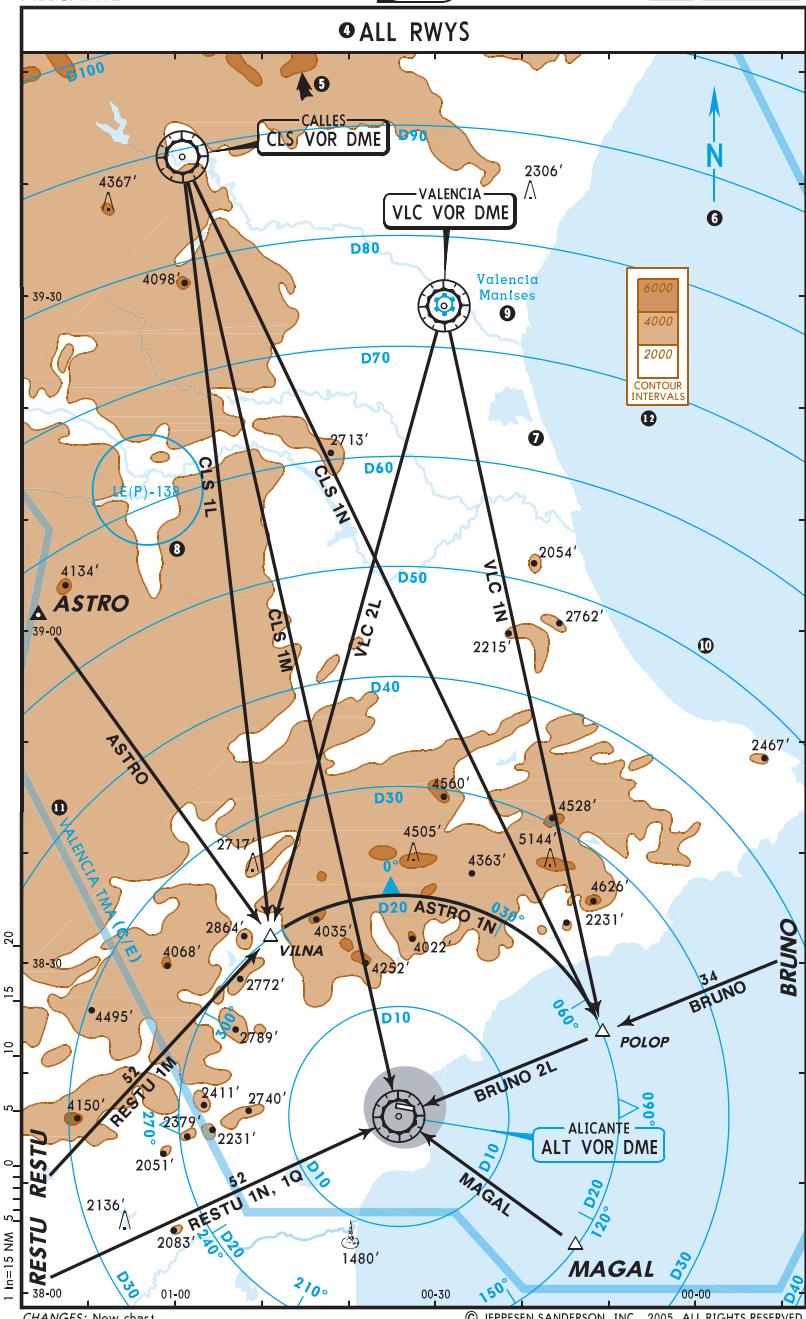
## Sample Overview Chart

JEPPESEN

11 MAR 05 10-1S ②

ALICANTE, SPAIN

### ③ STAR OVERVIEW



#### **CHANGES:** New chart

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## APPROACH CHART LEGEND AIRLINE FORMAT

## LEGEND

- ① Airline chart icon.
- ② Index number (special chart for airlines).
- ③ Standard terminal arrival overview.
- ④ Standard terminal arrival routes to all available runways.
- ⑤ Highest of portrayed terrain high point/man-made structures, or terrain contours in the charted plan view.  
Higher terrain or man-made structures may exist which have not been portrayed.
- ⑥ North arrow.
- ⑦ Large water area, lake, or river.
- ⑧ Special use airspace (prohibited, restricted, danger areas).
- ⑨ Secondary airport.  
DME distance circles preferably based on a VORDME on or in the vicinity of the airport concerned.
- ⑩ Where no suitable VORDME is available, DME distance circles may be centered on ILS/LOC/DME, stand-alone DME or TACAN locations. For quick identification, the box of the concerned radio aid is printed blue.
- ⑪ TMA boundary with name and airspace classification.
- ⑫ Brown box indicating the corresponding layer's top elevation within the plan view.