

VFR AERONAUTICAL CHART SYMBOLS

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GENERAL INFORMATION

Symbols shown are for World Aeronautical Charts (WACs), Sectional Aeronautical Charts (Sectionals), Terminal Area Charts (TACs), VFR Flyway Planning Charts and Helicopter Route Charts. When a symbol is different on any VFR chart series, it will be annotated as such (e.g. WAC or Not shown on WAC).

AIRPORTS	
<p>LANDPLANE: CIVIL</p> <p><i>Airports having control towers (CT) are shown in blue, all others are shown in magenta.</i></p> <p><i>All recognizable runways, including some which may be closed, are shown for visual identification purposes.</i></p> <p><i>Refueling and repair facilities for normal traffic.</i></p> <p><i>Runway patterns will be depicted at airports with at least one hard surface runway 1500' or greater in length.</i></p>	
<p>SEAPLANE: CIVIL</p>	
<p>LANDPLANE: CIVIL-MILITARY</p>	
<p>LANDPLANE: MILITARY</p> <p><i>Refueling and repair facilities not indicated.</i></p>	

AIRPORTS	
<p>LANDPLANE: EMERGENCY</p> <p><i>No facilities</i></p> <p><i>or</i></p> <p><i>Complete information is not available.</i></p> <p><i>Add appropriate note as required: "CLOSED"</i></p>	<p>WAC</p>
<p>SEAPLANE: EMERGENCY</p> <p><i>No facilities or complete information is not available.</i></p>	<p>WAC</p>
<p>HELIPORT</p> <p>(Selected)</p>	<p>WAC</p>
<p>ULTRALIGHT FLIGHT PARK</p> <p>(Selected)</p>	<p>Not shown on WAC</p>
<p>AIRPORT DATA GROUPING</p> <p><i>(Pvt) - Non-public use having emergency or landmark value.</i></p>	<p>Rotating Beacon in operation Sunset to Sunrise</p> <p>FSS NO SVFR [NAME](NAM) CT - 118.3 * ASOS/ AWOS 135.42 897 L 110 122.95 — UNICOM RP 23,34 VFR Advsy 125.0 AOE</p> <p>FSS NO SVFR [NAME](NAM) CT - 118.3 * ATIS 123.8 897 L 110 U AOE WAC</p>
<p>Legend:</p> <ul style="list-style-type: none"> FSS - Flight Service Station on field NO SVFR - Airports where fixed wing special visual flight rules operations are prohibited (shown above airport name) F.A.R. 91 [] - Indicates F.A.R. 93 Special Air Traffic Rules and Airport Traffic Patterns (R) - Airport Surveillance Radar (not shown on WAC) (NAM) - Location Identifier CT - 118.3 - Control Tower (CT) - primary frequency * - Star indicates operation part-time. See tower frequencies tabulation for hours of operation (C) - Indicates Common Traffic Advisory Frequencies (CTAF) (not shown on WAC) ATIS 123.8 - Automatic Terminal Information Service ASOS/ AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS is not available). Some ASOS/AWOS facilities may not be located at airports. (not shown on WAC) 897 - Elevation in feet L - Lighting in operation Sunset to Sunrise *L - Lighting limitations exist; refer to Airport/Facility Directory. 110 - Length of longest runway in hundreds of feet; usable length may be less. UNICOM - Aeronautical advisory station ("U" only on WAC) RP 23,34 - Runways with Right Traffic Patterns (public use) (not shown on WAC) RP* - Special conditions exist - see A/FD VFR Advsy 125.0 - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency. AOE - Airport of Entry <p>When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.</p>	

RADIO AIDS TO NAVIGATION

VHF OMNI-DIRECTIONAL RADIO (VOR) RANGE

Compass Rose oriented to slave variation.

VOR

Operates less than continuous or On-Request Transcribed Weather Broadcast (TWEB)

OAKDALE
*116.8 OAK

Underline indicates no voice on this frequency

VORTAC

When an NDB NAVAID shares the same name and Morse Code as the VOR NAVAID the frequency can be colocated inside the same box to conserve space.

NDB Frequency Name ASOS/AWOS

PONTIAC
379 110.0 Ch 47 PTK

Frequency Channel Identifier Morse Code

Hazardous Inflight Weather Advisory Service (HIWAS)

VOR-DME

SALEM
*114.3 Ch 90 SVM

NON-DIRECTIONAL RADIOBEACON (NDB)

HUMPHREY
275 HPY

Underline indicates no voice on this frequency

NDB-DME

GAMBELL
369 GAM
DME Ch 92 (114.5)

RADIO AIDS TO NAVIGATION

ILS COMPONENTS

Shown when component of airway system or used in the description of Class B airspace.

Localizer

LCZR or LOCALIZER 109.5 I-BED

Locator Beacon

LOM or LOM 388 DT

ILS - DME

SALT LAKE CITY DME ANT (I-BNT) Ch 52 (111.5)

BROADCAST STATIONS (BS)

On request by the proper authority or when a VFR Checkpoint.

KFTM BS KFTM 1400

FLIGHT SERVICE STATION (FSS)

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are normally available at all FSS's and are not shown above boxes. All other frequencies are shown. For Local Airport Advisory use FSS frequency 123.6. R - Receive only

PONTIAC PTK

No NAVAID of the same name as FSS

or

122.1R

IDAHO FALLS
109.0 Ch 27 IDA

FSS oper 0500-2300 Boise FSS other times.

NAVAID same name as FSS but not an RCO

REMOTE COMMUNICATIONS OUTLET (RCO)

Frequencies above thin line box are remot to NAVAID site. Other frequencies at FSS providing voice communication may be available determined by altitude and terrain. Consult Airport / Facility Directory for complete information.

Thin line box without frequencies and controlling FSS name indicates no FSS frequency available.

123.6

OLYMPIA RCO
[McCHORD]

122.35

ST PAUL
108.6 STP
[MINNEAPOLIS]

122.35

HUMPHREY
275 HPY
[MILES CITY]

FSS providing voice communication





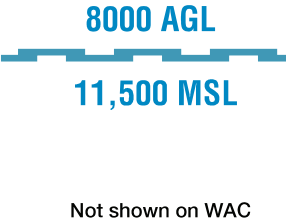





RADIO AIDS TO NAVIGATION	
AIR FORCE STATION (AFS)	<p>122.0 AFS 123.6 POINT BARROW</p> <p>122.4 AFS 123.6 CAPE LEWISTON 206 LWS</p> <p>AFS at airport with NDB</p>
LONG RANGE RADAR STATION (LRRS)	<p>122.4 LRRS 122.55 BARTER ISLAND</p> <p>122.4 LRRS 123.6 CAPE LISBURNE 385 LUR</p> <p>LRRS at airport with NDB</p>
OFF AIRPORT AWOS/ASOS	<p>SANDBERG ASOS 120.625</p>

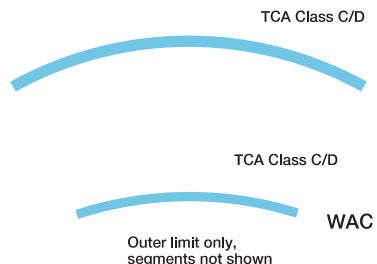

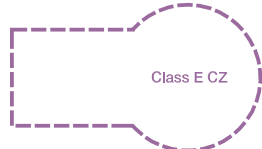




AIRSPACE INFORMATION	
CLASS C AIRSPACE	<p>BURBANK CLASS C</p> <p>Appropriate notes as required may be shown. (Mode C see FAR 91.215 /AIM)</p> <p>See NOTAMs/Directory for Class C eff hrs</p> <p>See NOTAMs/Directory for Class C eff hrs</p> <p>WAC</p> <p>Outer limit only, segments not shown</p> <p>FOR FLIGHTS AT OR BELOW 6600 MSL SEE PHOENIX VFR SECTIONAL CHART</p> <p>WAC only</p> <p>48 - Ceiling of Class C in hundreds of feet MSL 30 - Floor of Class C in hundreds of feet MSL</p> <p>T - Ceiling is to but not including floor of Class B SFC - Surface</p> <p>CTC BURBANK APP WITHIN 20 NM ON 124.6 395.9</p> <p>Not shown on WAC</p>

AIRSPACE INFORMATION

CLASS B AIRSPACE	<p>LAS VEGAS CLASS B</p> <p>Appropriate notes as required may be shown. Only the airspace effective below 18,000 feet MSL are shown. (Mode C see FAR 91.215 /AIM) All mileages are nautical (NM). All radials are magnetic.</p> <p>Outer limit only, segments not shown</p> <p>WAC</p> <p>FOR FLIGHTS AT AND BELOW 8000 MSL SEE KANSAS CITY VFR TERMINAL AREA CHART</p> <p>WAC only</p> <p>80 - Ceiling of Class B in hundreds of feet MSL 40 - Floor of Class B in hundreds of feet MSL</p> <p>CTC LAS VEGAS APP ON 121.1 OR 257.8</p> <p>TAC only</p>
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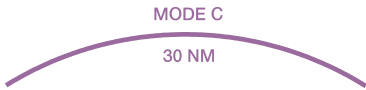


CLASS D AIRSPACE	<p>See NOTAMs/Directory for Class D eff hrs</p> <p>See NOTAMs/Directory for Class D/E (sfc) eff hrs</p> <p>(A minus in front of the figure is used to indicate "from surface to but not including...") ALTITUDE IN HUNDREDS OF FEET MSL</p> <p>Not shown on WAC</p>
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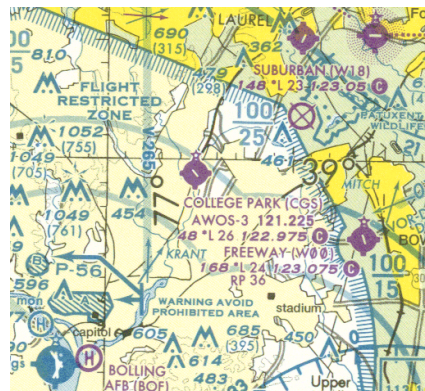

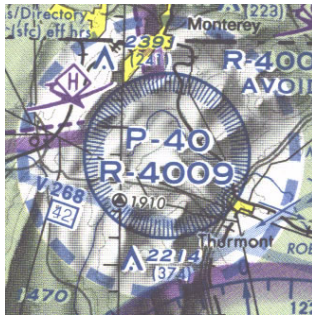
AIRSPACE INFORMATION	
<p>CLASS E AIRSPACE</p> <p>The limits of Class E airspace shall be shown by narrow vignettes or by the dashed magenta symbol. Individual units of designated airspace are not necessarily shown; instead, the aggregate lateral and vertical limits shall be defined by the following:</p> <p>Airspace beginning at the surface (sfc) designated around airports ...</p> <p>Airspace beginning at 700 feet AGL ...</p> <p>Airspace beginning at 1200 feet AGL or greater that abuts uncontrolled airspace (Class G) ...</p> <p>Differentiates floors of airspace greater than 700 feet above the surface...</p> <p>When the ceiling is less than 18,000 feet MSL, the value, prefixed by the word "ceiling," shall be shown along the limits.</p>	    
<p>OFFSHORE CONTROL AREAS</p>	     <p style="text-align: right;">WAC</p>


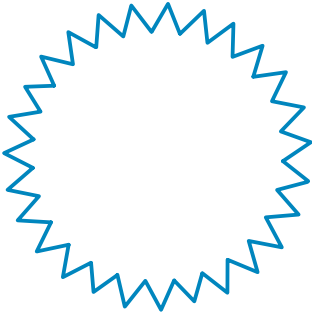
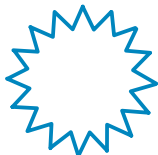

AIRSPACE INFORMATION	
<p>CANADIAN AIRSPACE</p> <p>Individual units of designated Canadian airspace are not necessarily shown; instead, the aggregate lateral and vertical limits shall be portrayed as closely as possible to the comparable U.S. airspace.</p> <p>Appropriate notes as required may be shown.</p>	 <p>125 - Ceiling of TCA Class C/D in hundreds of feet MSL 25 - Floor of TCA Class C/D in hundreds of feet MSL</p>  <p style="text-align: center;">ALTITUDE IN HUNDREDS OF FEET MSL</p>  <p style="text-align: center;">Not shown on WAC</p> <div style="border: 1px solid blue; padding: 5px; font-size: small;"> <p>AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES</p> </div> <div style="border: 1px solid blue; padding: 5px; font-size: x-small;"> <p>NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE</p> </div>
<p>AIRSPACE OUTSIDE OF U.S.</p> <p>Other than Canada</p> <p>Appropriate notes as required may be shown.</p>	<div style="border: 1px solid blue; padding: 5px; font-size: x-small;"> <p>NOTE: REFER TO CURRENT DOD (NGA) FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION OUTSIDE OF U.S. AIRSPACE</p> </div>
<p>FLIGHT INFORMATION REGIONS (FIR) and /or (CTA)</p>	<p style="text-align: center;">No FIR exists this side - No ticks</p>   
<p>OCEANIC CONTROL AREAS (OCA)</p>	

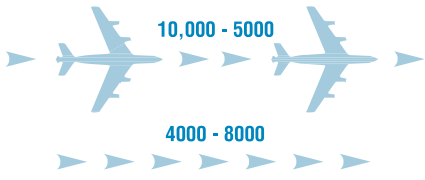

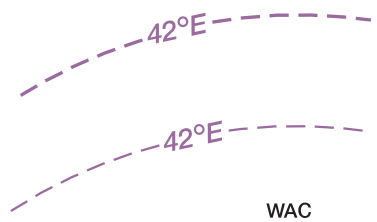
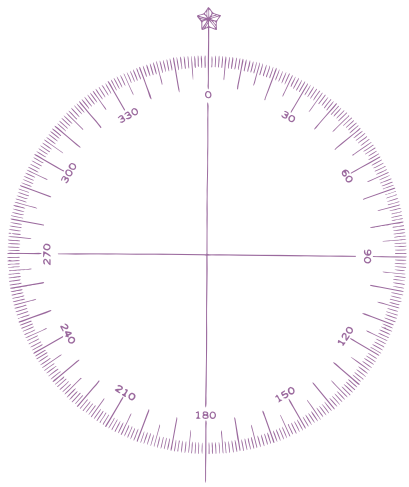
AIRSPACE INFORMATION	
<p>LOW ALTITUDE AIRWAYS VOR and LF / MF (CLASS E AIRSPACE)</p> <p><i>Low altitude Federal Airways are indicated by centerline.</i></p> <p><i>Only the controlled airspace effective below 18,000 feet MSL is shown.</i></p>	<p>Total mileage between NAVAIDS on direct Airways.</p> <p>25</p> <p>V2N ← 270° Alternate Airway radial</p> <p>V2 ← 255° Enroute Airway radial</p> <p>R40 LF / MF Airway</p> <p>V2N ← 270° Alternate Airway radial</p> <p>V2 ← 255° Enroute Airway radial</p> <p>R40 LF / MF Airway</p> <p>WAC</p>
<p>MISCELLANEOUS AIR ROUTES</p>	<p>BR 63V ← 265° Bahama Route</p> <p>A 301 Oceanic & ATS Route</p> <p>AR5 Atlantic Route</p> <p>GULF RTE 26 Gulf Route</p> <p>B ROUTE 2 Class G Route</p> <p>BR 63V ← 265° Bahama Route</p> <p>A 301 Oceanic & ATS Route</p> <p>AR5 Atlantic Route</p> <p>GULF RTE 26 Gulf Route</p> <p>B ROUTE 2 Class G Route</p> <p>WAC</p>

AIRSPACE INFORMATION	
<p>SPECIAL USE AIRSPACE</p> <p><i>Only the airspace effective below 18,000 feet MSL are shown.</i></p> <p><i>The type of area shall be spelled out in large areas if space permits.</i></p>	<p>P-56 or R-6401 or W-518</p> <p>PROHIBITED, RESTRICTED or WARNING AREA</p> <p>ALERT AREA A-631</p> <p>CONCENTRATED STUDENT HELICOPTER TRAINING</p> <p>ALERT AREA</p> <p>VANCE 2 MOA</p> <p>MILITARY OPERATIONS AREA (MOA)</p>
<p>MILITARY TRAINING ROUTES (MTR)</p>	<p>← IR292</p> <p>Not shown on WAC</p>
<p>SPECIAL MILITARY ACTIVITY ROUTES (SMAR)</p> <p><i>Boxed notes (as in text) shown adjacent to route.</i></p>	<p>40 05 AGL</p> <p>45 05 AGL</p> <p>SPECIAL MILITARY ACTIVITY CONTACT MOBILE FSS ON 123.6 FOR ACTIVITY STATUS</p> <p>40 --- Ceiling of SMAR in hundreds of feet MSL 05 AGL -- Floor of SMAR in hundreds of feet AGL</p> <p>Not shown on WAC</p>

AIRSPACE INFORMATION	
<p>SPECIAL AIR TRAFFIC RULES / AIRPORT PATTERNS (FAR 93)</p> <p><i>Appropriate boxed note as required shown adjacent to area.</i></p>	 <p>SPECIAL NOTICE Pilots are required to obtain an ATC clearance prior to entering this area.</p>
<p>SPACE OPERATIONS AREA (FAR 91.143)</p>	 <p>DARKER TINT IS FAR 91.143 AREA</p> <p>Not shown on WAC</p>
<p>MODE C (FAR 91.215)</p> <p><i>Appropriate notes as required may be shown.</i></p>	 <p>MODE C 30 NM</p>
<p>MISCELLANEOUS AIRSPACE AREAS</p> <p>Parachute Jumping Area with Frequency</p> <p>Glider Operating Area</p> <p>Ultralight Activity</p> <p>Hang Glider Activity</p>	 <p>122.9</p> <p>Not shown on WAC</p>
<p>SPECIAL CONSERVATION AREAS</p> <p>National Park, Wildlife Refuge, Primitive and Wilderness Areas, etc.</p>	 <p>PAHRANAGAT NATIONAL WILDLIFE REFUGE</p> <p>Not shown on WAC</p>

AIRSPACE INFORMATION	
<p>SPECIAL AIRSPACE AREAS</p> <p>SPECIAL FEDERAL AVIATION REGULATIONS (SFAR) AREAS</p> <p><i>Appropriate notes as required may be shown.</i></p> <p><i>Note. Delimiting line not shown when it coincides with International Boundary, projection lines or other linear features.</i></p>	 <p>SPECIAL FEDERAL AVIATION REGULATIONS (SFAR) 14 CFR Part 93, Subpart U and SFAR 50.2 - GRAND CANYON NATIONAL PARK SPECIAL FLIGHT RULES AREA. Special regulations apply to all aircraft operations below 18,000 feet MSL.</p>
<p>FLIGHT RESTRICTED ZONE RELATING TO NATIONAL SECURITY</p> <p>Example: Washington DC</p> <p><i>Appropriate notes as required may be shown.</i></p>	 <p>Washington DC Metropolitan Area Air Defense Identification Zone/Flight Restricted Zone restrictions are in effect. Special regulations apply to all aircraft operations below Flight Level 180 in the Washington DC Metropolitan Area. Pilots should contact a local FSS for NOTAM information prior to flight in the Washington DC Metropolitan Area.</p>
<p>AIR DEFENSE IDENTIFICATION ZONE (ADIZ)</p> <p><i>Note. Delimiting line not shown when it coincides with International Boundary, projection lines or other linear features.</i></p>	<p>WASHINGTON DC METROPOLITAN ADIZ</p> 
<p>TEMPORARY FLIGHT RESTRICTION (TFR) RELATING TO NATIONAL SECURITY</p> <p>Example: P-40/R-4009</p> <p><i>Appropriate notes as required may be shown.</i></p>	 <p>CAUTION P-40 AND R-4009 EXPANDED BY TEMPORARY FLIGHT RESTRICTION. CONTACT AFSS FOR LATEST STATUS AND NOTAMS</p> <p>Not shown on WAC</p>

AIRSPACE INFORMATION	
<p>NATIONAL SECURITY AREA</p> <p><i>Appropriate notes as required may be shown.</i></p>	 <p style="text-align: center;">NOTICE FOR REASONS OF NATIONAL SECURITY PILOTS ARE REQUESTED TO AVOID FLIGHT BELOW 1200 MSL IN THIS AREA</p> <p style="text-align: center;">Not shown on WAC</p>
<p>HIGH ENERGY RADIATION AREAS</p> <p><i>Appropriate notes as required may be shown.</i></p>	 <p style="text-align: center;">HAZARDOUS LASER TRANSMISSIONS SFC to infinity See Airport Facility/Directory</p>  <p style="text-align: right;">WAC</p>
<p>TERMINAL RADAR SERVICE AREA (TRSA)</p> <p><i>Appropriate notes as required may be shown.</i></p>	<p style="text-align: center;">PALM SPRINGS TRSA</p>  <p>80 - Ceiling of TRSA in hundreds of feet MSL 40 - Floor of TRSA in hundreds of feet MSL</p> <p style="text-align: center; border: 1px solid black; padding: 2px;">SEE TWR FREQ TAB</p> <p style="text-align: center;">Not shown on WAC</p>

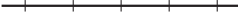




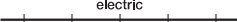
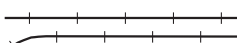




AIRSPACE INFORMATION	
<p>IFR ROUTES</p> <p><i>Appropriate notes as required may be shown.</i></p> <p>Arrival</p> <p>Departure</p>	 <p style="text-align: center;">TAC only</p>
<p>TRANSITION ROUTES</p> <p><i>Appropriate notes as required may be shown.</i></p> <p>Uni-directional</p> <p>Bi-directional</p>	<p style="text-align: center; border: 1px solid purple; padding: 5px;">VFR TRANSITION ROUTE ATC CLEARANCE REQUIRED SEE SHOWBOAT GRAPHIC ON SIDE PANEL</p>  <p style="text-align: center;">TAC only</p>
NAVIGATIONAL AND PROCEDURAL INFORMATION	
<p>ISOGONIC LINE & VALUE</p> <p><i>Isogonic lines and values shall be based on the five year epoch magnetic variation model.</i></p>	 <p style="text-align: right;">WAC</p>
<p>LOCAL MAGNETIC NOTES</p> <p>Unreliability Notes</p>	<p style="text-align: center; border: 1px solid purple; padding: 5px;">Magnetic disturbance of as much as 78° exists at ground level and 10° or more at 3000 feet above ground level in this vicinity.</p>
<p>COMPASS ROSETTE</p> <p><i>Shown only in areas void of VOR roses.</i></p> <p><i>Compass rosette will be based on the five year epoch magnetic variation model.</i></p>	

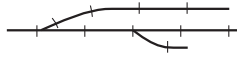









NAVIGATIONAL AND PROCEDURAL INFORMATION	
<p>INTERSECTIONS</p> <p><i>Named intersections used as reporting points. Arrows are directed toward facilities which establish intersection.</i></p>	<p>ANGOO VHF ROAMS LF / MF</p> <p>WATSY Combined VHF - LF / MF</p> <p>Not shown on WAC</p>
<p>AERONAUTICAL LIGHTS</p>	<p>Rotating or Oscillating Located at Aerodrome</p> <p>★ 2520 ★ 2520</p> <p>In isolated location on top of high structure</p> <p>WAC</p>
<p>AERONAUTICAL LIGHTS</p>	<p>Rotating Light with Flashing Code Identification Light</p> <p>★ - . . . ★ - . . .</p> <p>★ - . . . ★ - . . .</p> <p>Rotating Light with Course Lights and Site Number</p> <p>★ .5 Site # ★ .5</p> <p>★ 18 ★ 18</p> <p>★ .4B ★ .4B</p> <p>Flashing Light</p> <p>★ FI ★ FI</p> <p>★ FI ★ FI</p> <p>WAC</p>

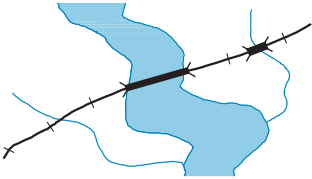
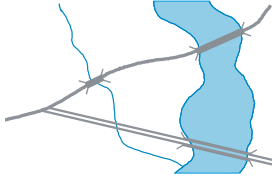

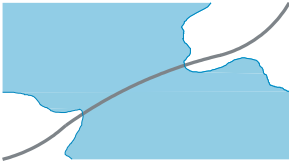
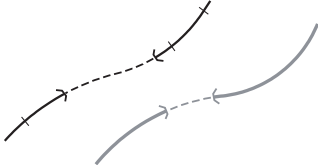
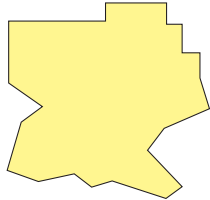


NAVIGATIONAL AND PROCEDURAL INFORMATION	
<p>MARINE LIGHTS</p> <p>With Characteristics of Light</p>	<p>Oc R SEC AI</p> <p>Land Light Land Light</p> <p>WAC</p> <ul style="list-style-type: none"> R Red W White G Green B Blue SEC Sector F Fixed Oc Single Occulting Oc (2) Group Occulting Oc (2+1) Composite Group Occulting Iso Isophase Fl Flashing Fl (2) Group Flashing Fl (2+1) Composite Group Flashing Q Quick IQ Interrupted Quick Mo (A) Morse Code FFI Fixed and Flashing Al Alternating Gp Group LFI Long Flash Q (3) Group Quick Flashing IQ Interrupted Quick Flashing VQ Very Quick Flashing VQ (3) Group Very Quick Flashing IVQ Interrupted Very Quick Flashing UQ Ultra Quick Flashing IUQ Interrupted Ultra Quick Flashing <p><small>*Marine Lights are white unless otherwise noted. Alternating lights are red and white unless otherwise noted.</small></p>
<p>VISUAL GROUND SIGNS</p> <p><i>Shore and Landmarkers</i></p>	<p>A33</p> <p>Arrow points to location of marker</p> <p>M</p> <p>Actual location of ground sign</p>
<p>VFR CHECKPOINTS</p>	<p>Pictorial STATE CAPITOL</p> <p>SIGNAL HILL</p> <p>NORTHBROOK 113.0 Ch 77 OBK</p> <p>LEWIS (Pvt) 989 - 27</p> <p>Not shown on WAC</p>
<p>VFR WAYPOINTS</p> <p>Stand-Alone</p> <p>Collocated with VFR Checkpoint</p>	<p>VPXYZ</p> <p>NAME (VPXYZ)</p> <p>Not shown on WAC</p>

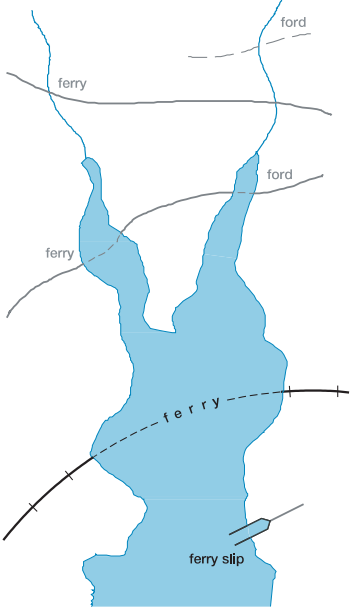





NAVIGATIONAL AND PROCEDURAL INFORMATION	
OBSTRUCTION	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <p>1473 (394) bldg</p> </div> <div style="text-align: center;"> <p>Less than 1000' AGL</p> </div> <div style="text-align: center;"> <p>1158 (553) stack</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <p>628 UC</p> </div> <div style="text-align: center;"> <p>Under Construction or reported and position / elevation unverified</p> </div> <div style="text-align: center;"> <p>507 UC</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <p>3368 (1529)</p> </div> <div style="text-align: center;"> <p>1000' AGL and higher</p> </div> <div style="text-align: center;"> <p>2967 (1697)</p> </div> </div> <p style="text-align: center;">WAC</p>
GROUP OBSTRUCTION	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <p>1062 (227)</p> </div> <div style="text-align: center;"> <p>Less than 1000' AGL</p> </div> <div style="text-align: center;"> <p>1524 (567)</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <p>4977 (1432)</p> </div> <div style="text-align: center;"> <p>1000' AGL and higher</p> </div> <div style="text-align: center;"> <p>3483 (1634)</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <p>2889 (1217)</p> </div> <div style="text-align: center;"> <p>At least two in group over 1000' AGL</p> </div> <div style="text-align: center;"> <p>4892 (1573)</p> </div> </div> <p style="text-align: center;">WAC</p>
HIGH-INTENSITY OBSTRUCTION LIGHTS <i>High-intensity lights may operate part-time.</i>	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <p>Less than 1000' AGL</p> </div> <div style="text-align: center;"> <p>1000' AGL and higher</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <p>Group Obstruction</p> </div> <div style="text-align: center;"> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> </div> <p style="text-align: center;">WAC</p>
WINDMILL FARMS <i>When highest windmill is unverified, UC will be shown after MSL value.</i>	<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px; font-size: small;"> <p>CAUTION NUMEROUS WINDMILLS HIGHEST 3624' MSL UC</p> </div> <div style="border: 1px solid black; padding: 2px; font-size: small;"> <p>CAUTION NUMEROUS WINDMILLS HIGHEST 3624' MSL</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> </div> <p style="text-align: center;">WAC</p>
MAXIMUM ELEVATION FIGURE (MEF) <i>(see page 2 for explanation).</i>	135
WARNING AND CAUTION NOTES <i>Used when specific area is not demarcated.</i>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px; text-align: center;"> <p>WARNING</p> <p>Extensive fleet and air operations being conducted in offshore areas to approximately 100 miles seaward.</p> </div> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>CAUTION: Be prepared for loss of horizontal reference at low altitude over lake during hazy conditions and at night.</p> </div>





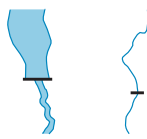


CHART LIMITS	
OUTLINE ON SECTIONAL OF TERMINAL AREA CHART	<div style="border: 1px solid black; padding: 5px; margin-top: 10px; text-align: center;"> <p>LOS ANGELES TERMINAL AREA</p> <p>Pilots are encouraged to use the Los Angeles VFR Terminal Area Chart for flights at or below 10,000'</p> </div> <p style="text-align: center;">Not shown on WAC</p>
OUTLINE ON SECTIONAL OF INSET CHART	<p style="text-align: center; font-size: small;">If inset chart is on a different chart:</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px; text-align: center;"> <p>INDIANAPOLIS INSET</p> <p>See inset chart on the St. Louis Sectional for additional information</p> </div> <p style="text-align: center; font-size: small;">If inset chart is on the same chart as outline:</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px; text-align: center;"> <p>INDIANAPOLIS INSET</p> <p>See inset chart for additional detail</p> </div> <p style="text-align: center;">Not shown on WAC</p>

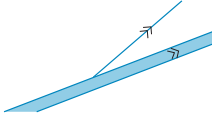
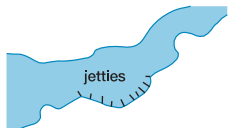
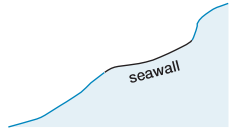
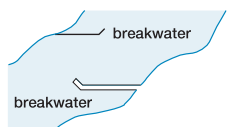
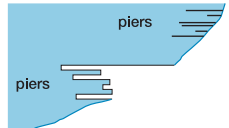


CULTURE	
RAILROADS <i>All gauges</i> Single Track	 
Double Track	 
More Than Two Tracks	
Electric	
RAILROADS IN JUXTAPOSITION	
RAILROAD-NONOPERATING, ABANDONED, DESTROYED OR UNDER CONSTRUCTION	
RAILROAD YARDS	Limiting Track To Scale  Location Only 
RAILROAD STATIONS	

CULTURE	
RAILROAD SIDINGS AND SHORT SPURS	
ROADS	Dual-Lane Divided Highway Category 1  Primary Category 2  Secondary Category 2 
TRAILS	Category 3 <i>Provides symbolization for dismantled railroad when combined with label "dismantled railroad."</i> 
ROAD MARKERS	Interstate Route No.  U.S. Route No.  Air Marked Identification Label 
ROAD NAMES	
ROADS UNDER CONSTRUCTION	

CULTURE	
BRIDGES AND VIADUCTS	Railroad 
	Road 
OVERPASSES AND UNDERPASSES	
CAUSEWAYS	
TUNNELS-ROAD AND RAILROAD	
POPULATED PLACES	Large Cities Category 1 
	Cities and Large Towns Category 2 
POPULATED PLACES	Towns and Villages Category 3 

CULTURE	
FERRIES, FERRY SLIPS AND FORDS	
PROMINENT FENCES	
BOUNDARIES	International 
	State or Province 
	Convention or Mandate Line 
	Date Line 


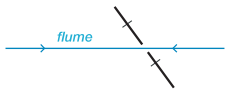

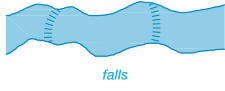




CULTURE	
TIME ZONES	<p>PST (-7DT) = UTC +8</p> <p>MST (-6DT) = UTC +7</p> <p>Not shown on WAC</p>
MINES OR QUARRIES <i>Shaft Mines or Quarries</i>	
POWER TRANSMISSION & TELECOMMUNICATION LINES	 <p>----- WAC</p>
PIPELINES	<p>pipeline</p> 
Underground	<p>underground pipeline</p> 
DAMS	
DAM CARRYING ROAD	
PASSABLE LOCKS	<p>locks</p> 




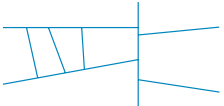

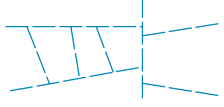
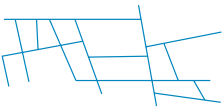

CULTURE	
SMALL LOCKS	
WEIRS AND JETTIES	<p>jetties</p> 
SEAWALLS	<p>seawall</p> 
BREAKWATERS	<p>breakwater</p> 
PIERS, WHARFS, QUAYS, ETC.	<p>piers</p> 
MISCELLANEOUS CULTURAL FEATURES	<ul style="list-style-type: none"> ■ stadium ■ fort ■ cemetery
OUTDOOR THEATER	
WELLS Other Than Water	<p>o all</p> 

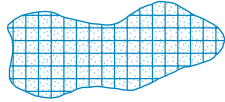




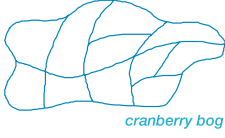

CULTURE	
RACE TRACKS	
LOOKOUT TOWERS	<p>Air marked identification</p> <p> 618 (Elevation Base of Tower)</p>
LANDMARK AREAS	
TANKS	<ul style="list-style-type: none"> • water • oil • gas
COAST GUARD STATION	
AERIAL CABLEWAYS, CONVEYORS, ETC.	<p>aerial cableway aerial cableway</p> <p>— — — — — — — — — —</p> <p>WAC</p>
HYDROGRAPHY	
OPEN WATER	
INLAND WATER	

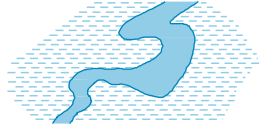

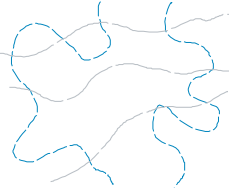
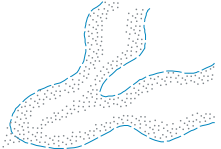
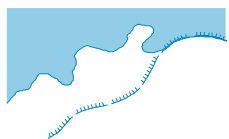
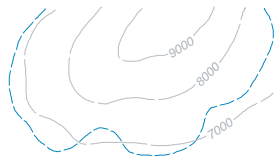

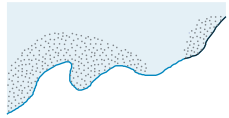
HYDROGRAPHY	
SHORELINES	<p>Definite</p>
	<p>Fluctuating</p>
	<p>Unsurveyed Indefinite</p>
	<p>Man-made</p>
LAKES	<p>Label as required</p> <p>Perennial</p> <p>When too numerous to show individual lakes, show representative pattern and descriptive note.</p>
	<p>Non-Perennial</p> <p>(dry, intermittent, etc.) Illustration includes small perennial lake</p>
	RESERVOIRS
RESERVOIRS	<p>Man-made Shorelines</p> <p>Label when necessary for clarity</p>
	<p>Too small to show to scale</p>
	<p>Under Construction</p>

HYDROGRAPHY		HYDROGRAPHY		
<p>STREAMS</p> <p>Perennial</p> <p>Non-Perennial</p> <p>Fanned Out <i>Alluvial fan</i></p> <p>Braided</p> <p>Disappearing</p> <p>Seasonally Fluctuating <i>with undefined limits</i></p> <p><i>with maximum bank limits, prominent and constant</i></p> <p>Sand Deposits In and Along Riverbeds</p>		<p>WET SAND AREAS</p> <p><i>Within and adjacent to desert areas</i></p>		
			<p>AQUEDUCTS</p> <p><i>aqueduct</i></p>	
			<p>Abandoned or Under Construction</p> <p><i>abandoned aqueduct</i></p>	
			<p>Underground</p> <p><i>underground aqueduct</i></p>	
			<p>Suspended or Elevated</p>	
			<p>Tunnels</p>	
			<p>Kanats</p> <p><i>Underground aque- duct with air vents</i></p> <p><i>underground aqueduct</i></p>	

HYDROGRAPHY	
FLUMES, PENSTOCKS AND SIMILAR FEATURES	
Elevated	
Underground	
FALLS	
Double-Line	
Single-Line	
RAPIDS	
Double-Line	
Single-Line	
CANALS	




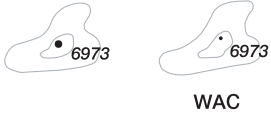



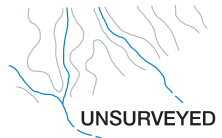
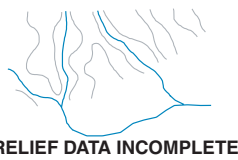
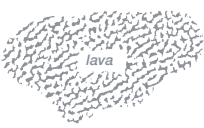

HYDROGRAPHY	
To Scale	
Abandoned or Under Construction	
Abandoned to Scale	
SMALL CANALS AND DRAINAGE / IRRIGATION DITCHES	
Perennial	
Non-Perennial	
Abandoned or Ancient	
Numerous <i>Representative pattern and/or descriptive note.</i>	
Numerous	


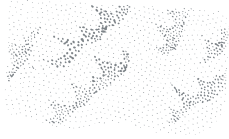
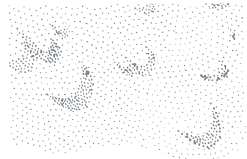
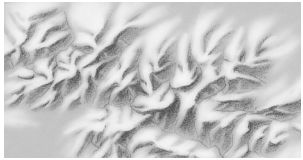

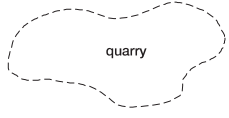

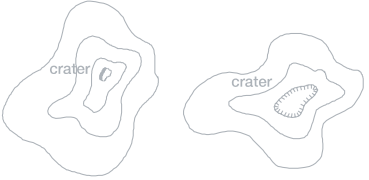
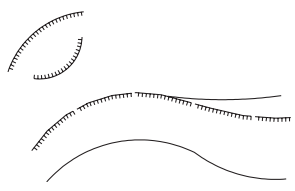

HYDROGRAPHY	
SALT EVAPORATORS AND SALT PANS MAN EXPLOITED	
SWAMPS, MARSHES AND BOGS	
HUMMOCKS AND RIDGES	
MANGROVE AND NIPA	
PEAT BOGS	
TUNDRA	tundra
CRANBERRY BOGS	
RICE PADDIES	










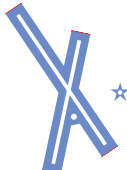
HYDROGRAPHY	
LAND SUBJECT TO INUNDATION	
SPRINGS, WELLS AND WATERHOLES	
GLACIERS	
GLACIAL MORAINES	
ICE CLIFFS	
SNOWFIELDS, ICE FIELDS AND ICE CAPS	
ICE PEAKS	
FORESHORE FLATS	



HYDROGRAPHY	
ROCKS-ISOLATED Bare or Awash	*
WRECKS Exposed	
REEFS-ROCKY OR CORAL	
MISCELLANEOUS UNDERWATER FEATURES NOT OTHERWISE SYMBOLIZED	
FISH PONDS AND HATCHERIES	
ICE	
Permanent Polar Ice	
Pack Ice	

RELIEF	
CONTOURS	
Basic	
Approximate	
Intermediate	
Auxiliary	
Depression	
Values	


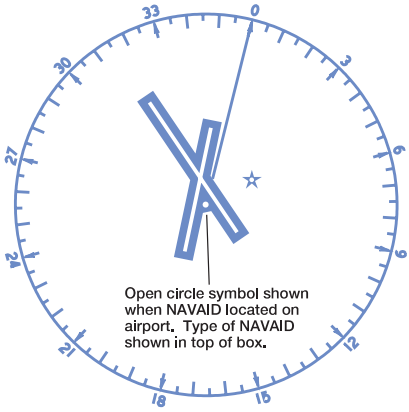

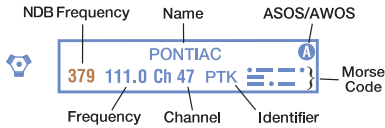





RELIEF	
SPOT ELEVATIONS	
Position Accurate	
Position Accurate, Elevation Approximate	
Approximate location	
Highest in General Area	
Highest on Chart	
MOUNTAIN PASS	
HACHURING	
UNSURVEYED AREAS	
UNCONTOURED AREAS	
DISTORTED SURFACE AREAS	
LAVA FLOWS	

RELIEF	
SAND OR GRAVEL AREAS	
SAND RIDGES	
To Scale	
SAND DUNES	
To Scale	
SHADED RELIEF	
ROCK STRATA OUTCROP	
QUARRIES TO SCALE	
STRIP MINES, MINE DUMPS AND TAILINGS	
To Scale	
CRATERS	
ESCARPMENTS, BLUFFS, CLIFFS, DEPRESSIONS, ETC.	
LEVEES AND ESKERS	

AIRPORTS	
<p>LANDPLANE</p> <p><i>All recognizable runways, including some which may be closed, are shown for visual identification.</i></p>  <p>Public </p> <p>Private </p>	
<p>HELIPORT</p> <p>Heliports public and private </p> <p>Hospital Helipads </p> <p>Trauma Center </p> <p>Helipads located at major airports </p>	
<p>SEAPLANE</p> 	
<p>ULTRALIGHT FLIGHT PARK</p> 	
<p>AIRPORT DATA GROUPING</p> <p><i>Boxed airport name indicates airport for which a Special Traffic Rule has been established.</i></p> <p><i>(Pvt) - Non-public use having emergency or landmark value.</i></p>  <p>Rotating Beacon in operation Sunset to Sunrise</p> <p>FSS NO SVFR [NAME] (NAM) CT -119.1 * (119.8 HELI) ATIS 115.4 ASOS / AWOS 135.42 03 L 122.95 AOE</p>	


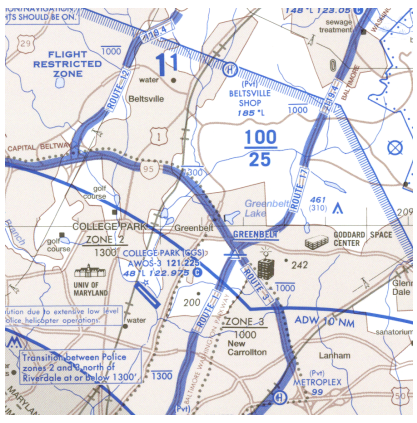

FSS - Flight Service Station on field
NO SVFR - Airspace where fixed wing special visual flight rules operations are prohibited (shown above airport name) F.A.R. 91.
 - Indicates F.A.R. 93 Special Air Traffic Rules and Airport Traffic
(NAM) - Location Identifier
CT - 119.1
 * - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
ATIS 115.4
ASOS / AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS is not available). Some ASOS/AWOS facilities may not be located at airports.
03 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
 ***L** - Lighting limitations exist, refer to Airport/Facility Directory.
122.95 - UNICOM - Aeronautical advisory station
 - Indicates Common Traffic Advisory Frequencies (CTAF)
(Unverified) - Unverified Helipoint
AOE - Airport of Entry



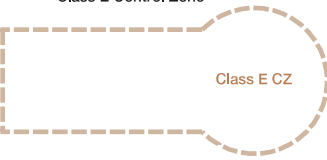





















When information is lacking, the respective character is replaced by a dash.
 Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting. Dashes are not shown on heliports or helipads unless additional information follows the elevation (e.g. UNICOM, CTAF).

RADIO AIDS TO NAVIGATION	
<p>VHF OMNI-DIRECTIONAL RADIO (VOR) RANGE</p>   <p>Open circle symbol shown when NAVAID located on airport. Type of NAVAID shown in top of box.</p> <p>Compass Rose oriented to slave variation.</p> <p>Operates less than continuous or On-Request Transcribed Weather Broadcast (TWEB)</p> <p>VOR</p>  <p>Underline indicates no voice on this frequency.</p> <p>VORTAC</p> <p><i>When an NDB NAVAID shares the same name and Morse Code as the VOR NAVAID the frequency can be colocated inside the same box to conserve space.</i></p>  <p>NDB Frequency Name ASOS/AWOS Frequency Channel Identifier Morse Code</p> <p>VOR-DME</p>  <p>Hazardous Inflight Weather Advisory Service (HIWAS)</p>	
<p>NON-DIRECTIONAL RADIOBEACON (NDB)</p>   <p>Underline indicates no voice on this frequency.</p> <p>NDB-DME</p>  	

RADIO AIDS TO NAVIGATION	
<p>NAVAIDS USED TO DEFINE CLASS B AIRSPACE</p>	<p>ILS - DME</p>
<p>BROADCAST STATIONS (BS)</p> <p><i>On request by the proper authority or when a VFR Checkpoint.</i></p>	
<p>FLIGHT SERVICE STATION (FSS)</p>	<p>Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are normally available at all FSS's and are not shown above boxes. All other frequencies are shown. For Local Airport Advisory use FSS frequency 123.6. R - Receive only</p> <p>No NAVAID of the same name as FSS</p> <p>or</p> <p>FSS oper 0600-2200 Rancho Murieta FSS other times.</p> <p>NAVAID same name as FSS but not an RCO</p> <p>Frequencies above thin line box are remot to NAVAID site. Other frequencies at FSS providing voice communication may be available determined by altitude and terrain. Consult Airport/Facility Directory for complete information.</p> <p>Thin line box without frequencies and controlling FSS name indicates no FSS frequencies available.</p>
<p>REMOTE COMMUNICATIONS OUTLET (RCO)</p>	<p>FSS providing voice communication</p>







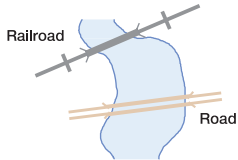
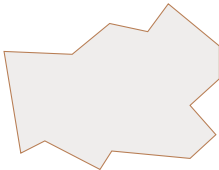


AIRSPACE INFORMATION	
<p>CLASS B AIRSPACE</p> <p><i>Appropriate notes as required may be shown. (Mode C see FAR 91.215/AIM)</i></p> <p><i>All mileages are nautical (NM)</i></p> <p><i>All radials are magnetic.</i></p>	<p>LAS VEGAS CLASS B</p> <p>NAVAID identifier and distance from facility.</p> <p>NAVAID identifier and radial from facility.</p> <p>CLASS B SURFACE AREA</p> <p>70 - Ceiling of Class B in hundreds of feet MSL SFC - Floor of Class B in hundreds of feet MSL</p> <p>CTC LAS VEGAS APP ON 121.1 OR 257.8</p>
<p>CLASS C AIRSPACE</p> <p><i>Appropriate notes as required may be shown. (Mode C see FAR 91.215/AIM)</i></p>	<p>BURBANK CLASS C</p> <p>See NOTAMs/Directory for Class C eff hrs</p> <p>CLASS C SURFACE AREA</p> <p>70 - Ceiling of Class C in hundreds of feet MSL 30 - Floor of Class C in hundreds of feet MSL</p> <p>T - Ceiling is to but not including floor of Class B SFC - Surface</p> <p>CTC BURBANK APP WITHIN 20 NM ON 124.6 395.9</p>
<p>CLASS D AIRSPACE</p>	<p>See NOTAMs/Directory for Class D eff hrs</p> <p>See NOTAMs/Directory for Class D/E (sfc) eff hrs</p> <p>(A minus in front of the figure is used to indicate "from surface to but not including...")</p> <p>ALTITUDES IN HUNDREDS OF FEET MSL</p>





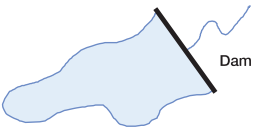

AIRSPACE INFORMATION	
<p>CLASS E SURFACE (SFC) AIRSPACE</p>	<p>See NOTAMs/Directory for Class E (sfc) eff hrs</p> 
<p>SPECIAL AIRSPACE AREAS</p> <p>FLIGHT RESTRICTED ZONE RELATING TO NATIONAL SECURITY</p> <p>Example: Washington DC</p> <p><i>Appropriate notes as required may be shown.</i></p>	 <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;"> <p>Washington DC Metropolitan Area Air Defense Identification Zone/Flight Restricted Zone restrictions are in effect. Special regulations apply to all aircraft operations below Flight Level 180 in the Washington DC Metropolitan Area. Pilots should contact a local FSS for NOTAM information prior to flight in the Washington DC Metropolitan Area.</p> </div>
<p>AIR DEFENSE IDENTIFICATION ZONE (ADIZ)</p> <p><i>Note. Delimiting line not shown when it coincides with International Boundary, projection lines or other linear features.</i></p>	<p style="text-align: center;">WASHINGTON DC METROPOLITAN ADIZ</p> 




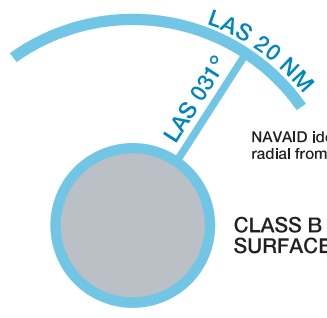



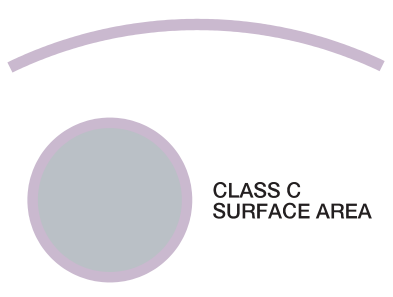


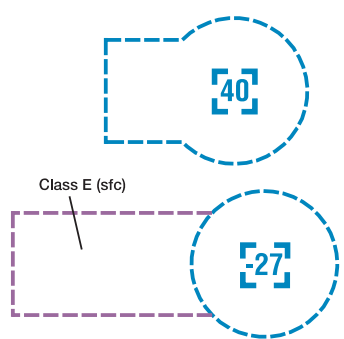

AIRSPACE INFORMATION																													
<p>CANADIAN AIRSPACE</p> <p><i>Appropriate notes as required may be shown.</i></p>	<p style="text-align: center;">TCA Class C/D</p>  <p>80 - Ceiling of TCA Class C/D in hundreds of feet MSL 40 - Floor of TCA Class C/D in hundreds of feet MSL</p> <p style="text-align: center;">Class C or D Control Zone</p>  <p style="text-align: center;">ALTITUDE IN HUNDREDS OF FEET MSL</p> <p style="text-align: center;">Class E Control Zone</p>  <div style="border: 1px solid blue; padding: 5px; margin-top: 10px;"> <p>AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES</p> </div> <div style="border: 1px solid blue; padding: 5px; margin-top: 10px;"> <p>NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE</p> </div>																												
<p>HELICOPTER ROUTES</p>	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">Primary Route</td> <td></td> </tr> <tr> <td style="text-align: center;">Route Name</td> <td style="text-align: center;">Tower Frequency</td> </tr> <tr> <td style="text-align: center;">One-way Route</td> <td style="text-align: center;">Altitude Changeover Point</td> </tr> <tr> <td style="text-align: center;">  </td> <td style="text-align: center;">  </td> </tr> <tr> <td style="text-align: center;">Reporting or Holding Points</td> <td style="text-align: center;">Name</td> </tr> <tr> <td style="text-align: center;">  </td> <td style="text-align: center;">  </td> </tr> <tr> <td style="text-align: center;">Non-Compulsory</td> <td style="text-align: center;">Compulsory</td> </tr> <tr> <td style="text-align: center;">  </td> <td style="text-align: center;">Secondary Route</td> </tr> <tr> <td style="text-align: center;">  </td> <td style="text-align: center;">Transition Route</td> </tr> <tr> <td style="text-align: center;">  </td> <td style="text-align: center;"> ZONE 8 1000 Police Zone </td> </tr> <tr> <td colspan="2" style="text-align: center;">Recommended Route Altitude</td> </tr> <tr> <td style="text-align: center;"><u>500</u></td> <td style="text-align: center;">Maximum</td> </tr> <tr> <td style="text-align: center;"><u>500</u></td> <td style="text-align: center;">Minimum</td> </tr> <tr> <td style="text-align: center;"><u>500</u></td> <td style="text-align: center;">Recommended</td> </tr> </table>	Primary Route		Route Name	Tower Frequency	One-way Route	Altitude Changeover Point			Reporting or Holding Points	Name			Non-Compulsory	Compulsory		Secondary Route		Transition Route		ZONE 8 1000 Police Zone	Recommended Route Altitude		<u>500</u>	Maximum	<u>500</u>	Minimum	<u>500</u>	Recommended
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AIRSPACE INFORMATION	
<p>SPECIAL USE AIRSPACE</p> <p><i>Only the airspace effective below 18,000 feet MSL is shown.</i></p> <p><i>The type of area shall be spelled out in large areas if space permits.</i></p>	<p>P-56 or R-6401 W-518 or A-631</p> <p>PROHIBITED, RESTRICTED, WARNING or ALERT AREA</p> <p>FALCON 1 MOA</p> <p>MILITARY OPERATIONS AREA (MOA)</p>
<p>MILITARY TRAINING ROUTES (MTR)</p>	<p>← VR269</p>
<p>SPECIAL AIR TRAFFIC RULES / AIRPORT TRAFFIC AREAS (FAR PART 93)</p> <p><i>Appropriate boxed notes as required shown adjacent to area.</i></p>	<p>SPECIAL NOTICE Pilots are required to obtain an ATC clearance prior to entering this area.</p>
<p>MODE C (FAR 91.215)</p> <p><i>Appropriate notes as required may be shown.</i></p>	<p>MODE C</p> <p>30 NM</p>
<p>MISCELLANEOUS AIRSPACE AREAS</p> <p>Parachute Jumping Area with Frequency</p> <p>Glider Operating Area</p> <p>Ultralight Activity</p> <p>Hang Glider Activity</p>	<p>122.9</p>
<p>SPECIAL CONSERVATION AREAS</p> <p>National Park, Wildlife Refuge, Primitive and Wilderness Areas, etc.</p>	<p>HAVASU LAKE NATIONAL WILDLIFE REFUGE</p>
<p>TERMINAL RADAR SERVICE AREA (TRSA)</p> <p><i>Appropriate notes as required may be shown.</i></p>	<p>PALM SPRINGS TRSA</p> <p>SEE TWR FREQ TAB</p> <p>80 - Ceiling of TRSA in hundreds of feet MSL 40 - Floor of TRSA in hundreds of feet MSL</p>

NAVIGATIONAL AND PROCEDURAL INFORMATION	
<p>VFR CHECKPOINTS</p>	<p>Pictorial</p> <p>STATE CAPITOL</p> <p>STACKS</p> <p>122.2 FRANCIS PEAK RCO CEDAR CITY</p> <p>(Pvt) LEWIS 420</p>
<p>VFR WAYPOINTS</p> <p>Stand-Alone</p> <p>Collocated with VFR Checkpoint</p>	<p>VPXYZ</p> <p>NAME (VPXYZ)</p>
<p>OBSTRUCTIONS</p>	<p>bldg</p> <p>1000' AGL and higher</p> <p>300' AGL and higher</p> <p>Group Obstruction</p> <p>Obstruction with high-intensity lights.</p> <p>2049 (1149) UC</p> <p>Elevation of the top above mean sea level</p> <p>Height above ground Under Construction or reported and position / elevation unverified</p>
<p>MAXIMUM ELEVATION FIGURE (MEF)</p> <p><i>(see page 2 for explanation).</i></p>	<p>124</p>
<p>NAVIGATION DATA</p>	<p>N38°56.32' W76°36.91'</p> <p>POWER PLANT N32°27.12' W70°15.73'</p> <p>ATL 25 NM</p> <p>ATL 033/25 NM N33°59.18' W84°10.62'</p> <p>ATL 033°</p>


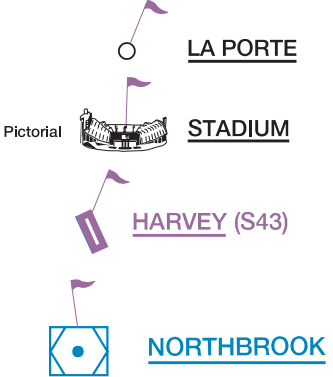


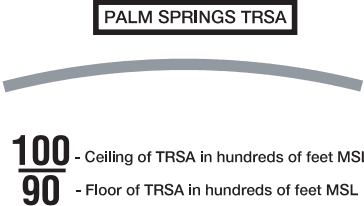
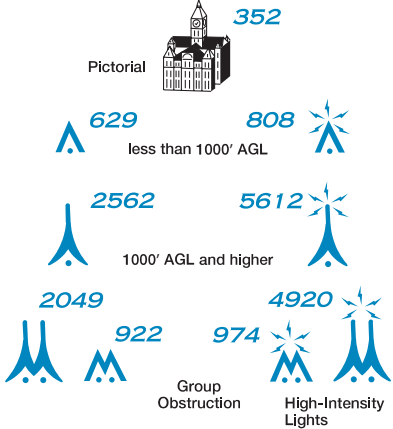

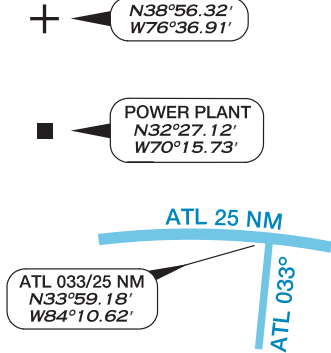
NAVIGATIONAL AND PROCEDURAL INFORMATION	
<p>WARNING AND CAUTION NOTES</p>	<div style="border: 1px solid blue; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center; margin: 0;">WARNING</p> <p style="margin: 0;">Extensive fleet and air operations being conducted in offshore areas to approximately 100 miles seaward.</p> </div> <div style="border: 1px solid blue; padding: 5px;"> <p style="margin: 0;">CAUTION: Be prepared for loss of horizontal reference at low altitude over lake during hazy conditions and at night.</p> </div>
<p>LOCAL MAGNETIC NOTES</p> <p style="text-align: center;">Unreliability Notes</p>	<div style="border: 1px solid orange; padding: 5px;"> <p style="margin: 0;">Magnetic disturbance of as much as 78° exists at ground level and 10° or more at 3000 feet above ground level in this vicinity.</p> </div>
CULTURE	
<p>RAILROADS</p> <p>Single Track</p> <p>Double Track</p>	 
<p>ROADS</p> <p>Dual-Lane: Divided Highways Major Boulevards & Major Streets</p> <p>Primary</p>	   
<p>BRIDGES</p>	
<p>POPULATED PLACES</p> <p>Built-up Areas</p>	
<p>BOUNDARIES</p> <p>International</p> <p>State and Provincial</p>	 

CULTURE	
<p>POWER TRANSMISSION LINES</p>	
<p>PROMINENT PICTORIALS</p>	 <p style="text-align: right;">TEMPLE</p>
<p>LANDMARKS</p>	<ul style="list-style-type: none"> Landmark Feature-stadium, factory, school, etc. Mines or Quarries Race Track Outdoor Theater Tank-water, oil or gas
HYDROGRAPHY	
<p>SHORELINES</p>	
<p>MAJOR LAKES AND RIVERS</p>	
<p>RESERVOIRS</p>	
RELIEF	
<p>SPOT ELEVATIONS</p> <p>Position Accurate</p>	

AIRPORTS		AIRSPACE INFORMATION	
<p>LANDPLANE</p> <p><i>No distinction is made between airports with services and those without services. Runways may be exaggerated to clearly portray the pattern. Hard-surfaced runways which are closed but still exist are included in the charted pattern.</i></p> <p><i>FAR 91 - Fixed wing special VFR operations prohibited.</i></p> <p><i>(Pvt) - Non-public use having emergency or landmark value.</i></p>	 <p>NO SVFR RIVERSIDE (RAL)</p> <p>Paved Runways</p>  <p>AGUA DOLCE (L70)</p> <p>Unpaved Runways</p>  <p>(Pvt) COMPTON</p>	<p>CLASS B AIRSPACE</p> <p><i>Appropriate notes as required may be shown.</i></p> <p><i>(Mode C see FAR 91.215 /AIM)</i></p> <p><i>All mileages are nautical (NM).</i></p> <p><i>All radials are magnetic.</i></p>	<p>LAS VEGAS CLASS B</p>  <p>NAVAID identifier and distance from facility</p> <p>NAVAID identifier and radial from facility</p> <p>CLASS B SURFACE AREA</p> <p>80 - Ceiling of Class B in hundreds of feet MSL</p> <p>40 - Floor of Class B in hundreds of feet MSL</p>
RADIO AIDS TO NAVIGATION			
<p>VHF OMNI-DIRECTIONAL RADIO RANGE (VOR)</p> <p>VOR</p> <p>VORTAC</p> <p>VOR-DME</p>	 <p>Identifier Frequency</p> <p>MAL 109.6</p>  <p>GCY 113.4</p>  <p>FHM 114.2</p> <p>Underline indicates no voice on this frequency</p>	<p>CLASS C AIRSPACE</p> <p><i>Appropriate notes as required may be shown.</i></p> <p><i>(Mode C see FAR 91.215 /AIM)</i></p>	<p>EL TORO CLASS C</p>  <p>CLASS C SURFACE AREA</p> <p>48 - Ceiling of Class C in hundreds of feet MSL</p> <p>30 - Floor of Class C in hundreds of feet MSL</p> <p>T - Ceiling is to but not including floor of Class B</p> <p>SFC - Surface</p>
<p>NON-DIRECTIONAL RADIOBEACON (NDB)</p> <p>NDB-DME</p>	 <p><u>WDP 396</u></p> <p>Underline indicates no voice on this frequency</p>  <p>LSJ 206</p>	<p>CLASS D AIRSPACE</p>	 <p>Class E (sfc)</p> <p>(A minus in front of the figure is used to indicate "from surface to but not including...")</p> <p>ALTITUDE IN HUNDREDS OF FEET MSL</p>
<p>NAVAIDS USED TO DEFINE CLASS B AIRSPACE</p>	 <p>SALT LAKE CITY DME ANTENNA (I-BNT) Ch 52 (111.5)</p>		

AIRSPACE INFORMATION	
CLASS E SURFACE (SFC) AIRSPACE	
SPECIAL AIRSPACE AREAS	
FLIGHT RESTRICTED ZONE RELATING TO NATIONAL SECURITY Example: Washington DC	<p>Washington DC Metropolitan Area Air Defense Identification Zone/Flight Restricted Zone restrictions are in effect. Special regulations apply to all aircraft operations below Flight Level 180 in the Washington DC Metropolitan Area. Pilots should contact a local FSS for NOTAM information prior to flight in the Washington DC Metropolitan Area.</p>
AIR DEFENSE IDENTIFICATION ZONE (ADIZ)	<p>WASHINGTON DC METROPOLITAN ADIZ</p> <p>Note. Delimiting line not shown when it coincides with International Boundary, projection lines or other linear features.</p>
TEMPORARY FLIGHT RESTRICTION (TFR) RELATING TO NATIONAL SECURITY	<p>Example:</p> <p>CAUTION P-40 AND R-4009 EXPANDED BY TEMPORARY FLIGHT RESTRICTION. CONTACT AFSS FOR LATEST STATUS AND NOTAMS.</p>
Appropriate notes as required may be shown.	

AIRSPACE INFORMATION	
SUGGESTED VFR FLYWAY AND ALTITUDE	<p>Direction: 195° to 015° Altitude: 2600 to 6700 Altitude Change: 35 Miles Radial/Bearing from or to NAVAID</p>
IFR ROUTES	<p>Appropriate notes as required may be shown.</p> <p>Arrival: 10,000 - 5000</p> <p>Departure: 4000 - 8000</p>
TRANSITION ROUTES	<p>Appropriate notes as required may be shown.</p> <p>VFR TRANSITION ROUTE ATC CLEARANCE REQUIRED SEE SHOWBOAT GRAPHIC ON SIDE PANEL</p> <p>Uni-directional: </p> <p>Bi-directional: </p>
SPECIAL USE AIRSPACE	<p>Only the airspace effective below 18,000 feet MSL is shown.</p> <p>P-56 or R-6401 W-518 or A-631</p> <p>PROHIBITED, RESTRICTED ALERT or WARNING AREA</p> <p>FALCON 1 MOA</p> <p>MILITARY OPERATIONS AREA (MOA)</p>
MILITARY TRAINING ROUTES (MTR)	<p>← IR21 →</p>

AIRSPACE INFORMATION		NAVIGATIONAL AND PROCEDURAL INFORMATION	
<p>SPECIAL AIR TRAFFIC RULES / AIRPORT TRAFFIC AREAS (FAR Part 93)</p> <p><i>Appropriate boxed note as required shown adjacent to area.</i></p>		<p>VFR CHECKPOINTS</p>	
<p>MODE C (FAR 91.215)</p> <p><i>Appropriate notes as required may be shown.</i></p>		<p>VFR WAYPOINTS</p> <p>Stand-Alone</p> <p>Collocated with VFR Checkpoint</p>	
<p>TERMINAL RADAR SERVICE AREA (TRSA)</p>	 <p>100 - Ceiling of TRSA in hundreds of feet MSL 90 - Floor of TRSA in hundreds of feet MSL</p>	<p>OBSTRUCTIONS</p> <p><i>Only those obstacles specified by the local ATC Facility shall be shown.</i></p> <p><i>Above Ground Level (AGL) heights are not shown.</i></p>	 <p>Pictorial 352</p> <p>629 less than 1000' AGL</p> <p>808</p> <p>2562 1000' AGL and higher</p> <p>5612</p> <p>2049</p> <p>922</p> <p>974</p> <p>4920</p> <p>Group Obstruction High-Intensity Lights</p>
<p>MISCELLANEOUS AIRSPACE AREAS</p> <p>Parachute Jumping Area</p> <p>Glider Operating Area</p> <p>Ultralight Activity</p> <p>Hang Glider Activity</p>		<p>NAVIGATIONAL DATA</p>	 <p>N38°56.32' W76°36.91'</p> <p>POWER PLANT N32°27.12' W70°15.73'</p> <p>ATL 25 NM</p> <p>ATL 033°</p> <p>ATL 033/25 NM N33°59.18' W84°10.62'</p>

CULTURE	
RAILROADS Single and Multiple Tracks	
ROADS Dual-Lane Divided Highway Primary	
POPULATED PLACES Built-up Areas Towns	
BOUNDARIES International	
POWER TRANSMISSION LINES	
PROMINENT PICTORIALS	
LANDMARKS	
HYDROGRAPHY	
SHORELINES	
MAJOR LAKES AND RIVERS	
RESERVOIRS	

RELIEF	
Spot Elevations Position Accurate Mountain Peaks	