### IFR Aeronautical Chart Symbols

**IFR Enroute Low/High Altitude (U.S. & Alaska Charts)**

- **AIRPORTS** ................................................................. 43
- **RADIO AIDS TO NAVIGATION** ................................. 44
- **AIRSPACE INFORMATION** ........................................... 45
- **NAVIGATIONAL AND PROCEDURAL INFORMATION** .... 48
- **CULTURE** ................................................................. 49
- **HYDROGRAPHY** .......................................................... 49
- **TOPOGRAPHY** ............................................................ 49

**Oceanic Route Charts**

**North Atlantic and North Pacific Route Charts**

- **AIRPORTS** ................................................................. 50
- **RADIO AIDS TO NAVIGATION** ................................. 50
- **AIRSPACE INFORMATION** ........................................... 50
- **NAVIGATIONAL AND PROCEDURAL INFORMATION** .... 51
- **CULTURAL BOUNDARIES** ............................................ 51
- **HYDROGRAPHY** .......................................................... 51

**GENERAL INFORMATION**

Symbols shown are for the Instrument Flight Rules (IFR) Enroute Low and High Altitude Charts.
AIRPORT DATA

LOW/HIGH ALTITUDE

Airports/Seaplane bases shown in BLUE and GREEN have an approved Instrument Approach Procedure published. Those in BLUE have an approved DoD Instrument Approach Procedure and/or DoD RADAR MINIMA published in DoD FLIPS or FAA TPP. Airports/Seaplane bases shown in BROWN do not have a published Instrument Approach Procedure.

All IAP Airports are shown on the Low Altitude Charts.
Non-IAP Airports shown on the U.S. Low Altitude Charts have a minimum hard surface runway of 3000’.
Non-IAP Airports shown on the Alaska Low Altitude Charts have a minimum hard or soft surface runway of 3000’.
Airports shown on the U.S. High Altitude Charts have a minimum hard surface runway of 5000’.
Airports shown on the Alaska High Altitude Charts have a minimum hard or soft surface runway of 4000’.

Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. City names for military and private airports are not shown.
The airport identifier in parentheses follows the airport name or Pvt. Airport symbol may be offset for enroute navigational aids.

Low Altitude Charts:
- Airports/Seaplane bases shown in BLUE and GREEN have an approved Instrument Approach Procedure published. Those in BLUE have an approved DoD Instrument Approach Procedure and/or DoD RADAR MINIMA published in DoD FLIPS or FAA TPP.
- Non-IAP Airports shown on the U.S. Low Altitude Charts have a minimum hard surface runway of 3000’.
- Non-IAP Airports shown on the Alaska Low Altitude Charts have a minimum hard or soft surface runway of 3000’.
- All IAP Airports are shown on the Low Altitude Charts.

High Altitude Charts:
- Airports/Seaplane bases shown in BLUE have an approved Instrument Approach Procedure published. Those in BLUE have an approved DoD Instrument Approach Procedure and/or DoD RADAR MINIMA published in DoD FLIPS or FAA TPP.
- Non-IAP Airports shown on the U.S. High Altitude Charts have a minimum hard surface runway of 5000’.
- Non-IAP Airports shown on the Alaska High Altitude Charts have a minimum hard or soft surface runway of 4000’.
- All IAP Airports are shown on the High Altitude Charts.

Private Use (Pvt):
- Private Use, not available to general public.
- Associated airport name includes the city name, if available.
- City names for military and private airports are not shown.
- Airport identifier in parentheses follows the airport name.

Automatic Terminal Information Service (ATIS) Access:
- Available on request.
- Bay Area (BAY) ATIS Information Service.
- Available on request.
- For complete information consult the Airport / Facility Directory or FAA Flight Information Supplement.

1. Airport elevation given in feet above or below mean sea level.
2. Pvt - Private use, not available to general public.
3. A solid line box enclosing the airport name indicates FAR 93 Special Requirements - see Directory/Supplement.
4. "NO SVFR" above the airport name indicates FAR 91 fixed-wing special VFR flight is prohibited.
5. Following the airport name indicates Class C or Class D Airspace.
6. There is no Flight Information Tabulation on Alaska Low Altitude Charts.
7. Airport symbol may be offset for enroute navigational aids.
8. Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. The airport identifier in parentheses follows the airport name. City names for military and private airports are not shown.
## RADIO AIDS TO NAVIGATION

### VHF OMNIDIRECTIONAL RADIO RANGE (VOR)

- **LOW/ HIGH ALTITUDE**
  - VOR Data is depicted in black.
  - LF / MF Data is depicted in brown.
- **COMPASS BOXES** are oriented to Magnetic North of the NAVWAD which may not be adjusted to the charted geographic values.

### DISTANCE MEASURING EQUIPMENT (DME)

- VOR / DME
- **TACAN**
  - "L" and "T" Category Radio Aids located off jet routes are depicted in screen block.

### TACTICAL AIR NAVIGATION (TACAN)

- **VHF OMNIDIRECTIONAL RADIO RANGE (VOR)**
- **DISTANCE MEASURING EQUIPMENT (DME)**
- **TACTICAL AIR NAVIGATION (TACAN)**

### NON-DIRECTIONAL RADIO BEACON (NDB)

- **LOW/ HIGH ALTITUDE**
  - NDB or RBN with Magnetic North Indicator
- **DISTANCE MEASURING EQUIPMENT (DME)**
- **MARINE RADIO BEACON (RBN)**

### COMPASS LOCATOR BEACON

- **LOW ALTITUDE**

### ILS LOCALIZER

- **LOW ALTITUDE**
  - ILS Baseline Course with additional navigation function.

### VOR/DME RNAV WAYPOINT DATA

#### HIGH ALTITUDE - ALASKA

<table>
<thead>
<tr>
<th>NAME</th>
<th>NDB/NP0000.0000</th>
<th>WDP/NP0000.0000</th>
<th>Coord.</th>
<th>Frequency</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Distance/Degree</th>
<th>Reference Facility Elevation</th>
</tr>
</thead>
</table>

### RNAV WAYPOINT

- **LOW/ HIGH ALTITUDE**

---

## NAVIGATION and COMMUNICATION BOXES

### LOW/ HIGH ALTITUDE

- **PINE BLUFF (T)** 116.0 PF8 1079 (P)
  - VOR with TACAN compatible DME
  - Underline indicates No Voice Transmitted on this frequency
  - TACAN channels are without voice but not underlined
  - Circled or shaded data indicates Abnormal Status, i.e. CHECK NOTAMS/DIRECTORY
  - (T) frequency Protection - usable range 2.5 NM at 12007 ft AGL
  - (Y) TACAN must be placed in "Y" mode to receive distance information

- **ASOS/AMOS - Automated Surface Observing Station/Automated Weather Observing Station**
- **HWAS - Hazardous High Altitude Weather Advisory Service**
- **TWEB - Transcribed Weather Broadcast**

Automated weather, when available, is broadcast on the associated NAVAID frequency.

For terminal weather frequency use A/G Voice Communication Tab under associated airport (U.S. low only)

### MALVERN

- **215 NMVQ 86 113.9**
  - NDB with DME
  - DME channel and paired VHF frequency are shown

### WICHITA

- **116.8 ICT 85**
  - FSS associated with a NAVAID

### EL DORADO ELD

- Name and identifier of FSS not associated with NAVAID
- Shaded NAVAID boxes indicate Flight Service Station (FSS) locations. Frequencies 122.2, 122.5 and emergency 121.5 and 243.0 are normally available at all FSS's and are not shown. All other frequencies are shown above the box.
- Certain FSS's provide Local Airport Advisory (LAA) on 123.6.
- Frequencies transmit and receive except those followed by R or T. R - Receive only. T - Transmit only
  - In Canada, shadow boxes indicate FSS's with standard group frequencies of 121.5, 125.7 and 243.0.

### JONESBORO 122.55

- Remote Communications Outlet (RCO) FSS name and remote frequency are shown

### PINE BLUFF

- **116.0 PF8 1079**
- Controlling FSS Name
- The Low NAVAID Boxes without frequencies and controlling FSS name indicate no FSS frequencies available. Frequencies positioned above these boxes are remote to the NAVAID site. Other frequencies at the controlling FSS named are available, however, altitude and terrain may determine their reception.
- Morse Code is not shown in NAVAID boxes on High Altitude Charts.
- Flight Service Station (FSS), Remote Communications Outlet (RCO) or Automated Weather Observing Station (AWOS/AASOS) not associated with a charted NAVAID or airport.
### Minimum Enroute Altitude (MEA)

<table>
<thead>
<tr>
<th>All Altitudes Are MSL</th>
<th>Unless Otherwise Noted</th>
</tr>
</thead>
<tbody>
<tr>
<td>MINIMUM ENROUTE ALTITUDE (MEA)</td>
<td></td>
</tr>
</tbody>
</table>

### Minimum Enroute Altitude (MEA) Gap

<table>
<thead>
<tr>
<th>All Altitudes Are MSL</th>
<th>Unless Otherwise Noted</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAXIMUM AUTHORIZED ALTITUDE (MAA)</td>
<td></td>
</tr>
</tbody>
</table>

### Minimum Obstruction Clearance Altitude (MOCA)

<table>
<thead>
<tr>
<th>All Altitudes Are MSL</th>
<th>Unless Otherwise Noted</th>
</tr>
</thead>
<tbody>
<tr>
<td>MINIMUM OBSTRUCTION CLEARANCE ALTITUDE (MOCA)</td>
<td></td>
</tr>
</tbody>
</table>

### Changeover Point

<table>
<thead>
<tr>
<th>LOW/ HIGH ALTITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEA, MOCA and / or MAA change or other than NAVAIDs</td>
</tr>
</tbody>
</table>

### Mininum Crossing Altitude (MCA)

<table>
<thead>
<tr>
<th>LOW/ HIGH ALTITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEHER V6 4000SW</td>
</tr>
</tbody>
</table>

### Minimum Reception Altitude (MRA)

<table>
<thead>
<tr>
<th>LOW/ HIGH ALTITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>COPHEL MRA 4500</td>
</tr>
</tbody>
</table>

### Holding Patterns

<table>
<thead>
<tr>
<th>LOW/ HIGH ALTITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Holding Pattern with max. restricted airspace</td>
</tr>
</tbody>
</table>

### Low/ High Altitude

### Air Defense Identification Zone (ADIZ)

### Air Traffic Service Identification Data

### Altimeter Setting Change

### Flight Information Regions (FIR)

### Control Areas (CTA)

### Upper Information Regions (UIR)

### Upper Control Areas (UTA)

### Additional Control Areas

### High Altitude
AIRSPACE INFORMATION

OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDE (OROCA)

OROCA is computed similarly to the Maximum Elevation Figure (MEF) found on Visual charts except that it provides an additional vertical buffer of 1,000 feet in designated non-mountainous areas and a 2,000 foot vertical buffer in designated mountainous areas within the United States.

LOW ALTITUDE

Example: 12,000 feet

SPECIAL USE AIRSPACE

LOW / HIGH ALTITUDE

In the Caribbean, the first 2 letters represent the country code, i.e. MY: Bahamas, MU: Cuba

EXCLUSION AREA AND NOTE

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

SEE AIRSPACE TABULATION ON EACH CHART FOR COMPLETE INFORMATION ON:

AREA IDENTIFICATION

EFFECTIVE ALTITUDE

OPERATING TIME

CONTROLLING AGENCY VOICE CALL

SPECIAL USE AIRSPACE

Continued

LOW ALTITUDE

MDA - Military Operations Area

EXCLUSION AREA AND NOTE

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

SEE AIRSPACE TABULATION ON EACH CHART FOR COMPLETE INFORMATION ON:

AREA IDENTIFICATION

EFFECTIVE ALTITUDE

OPERATING TIME

CONTROLLING AGENCY VOICE CALL

CONTROLLED AIRSPACE

HIGH ALTITUDE

CLASS A AIRSPACE

Open Area (White)

That airspace from 18,000’ MSL to and including 41,000’, excluding the airspace overlying the waters within 12 NM of the coast of the contiguous United States and Alaska and designated offshore areas, excluding Santa Barbara Island, Farallon Island, the airspace south of latitude 25°45’00”N, the Alaska peninsula west of longitude 160°00’00”W, and the airspace less than 1,500’ AGL.

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

LOW ALTITUDE

CLASS B AIRSPACE

Screened Blue with a Solid Blue Outline

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

MODE C AREA

A Solid Blue Outline

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

LOW ALTITUDE

CLASS C AIRSPACE

Screened Blue with a Solid Blue Dashed Outline

That airspace from the surface to 6,000’ (unless otherwise designated) above the elevation of selected airports charted in NAS. The normal radius of the outer limits of Class C airspace is 10 NM. Class C airspace is also indicated by the letter C in a box following the airport name.

LOW ALTITUDE

CLASS D AIRSPACE

Open Area (White)

That airspace, from the surface to 2,500’ (unless otherwise designated) above the airport elevation (charted in NAS), surrounding those airports that have an operational control tower. Class D airspace is indicated by the letter D in a box following the airport name.
### AIRSPACE INFORMATION

#### CONTROLLED AIRSPACE

- **LOW ALTITUDE**
  - CLASS B AIRSPACE
  - Open Area (White)
  - That controlled airspace below 14,500' MSL which is not Class B, C, or D.
  - Federally chartered from 1,200' AGL to but not including 18,000' MSL (unless otherwise specified).
  - Other designated control areas below 14,500' MSL.
  - Not Chartered
  - That airspace from 14,500' MSL to but not including 18,000' MSL, including the airspace over the waters within 12 NM of the coast of the contiguous United States and Alaska and designated offshore areas, excluding the Alaska Peninsula west of longitude 160° 00' 00" W and the airspace less than 1,500' AGL.

- **LOW ALTITUDE**
  - CLASS B AIRSPACE
  - Screened Brown Checkered Area
  - Controlled airspace above 12,500' MSL.

#### UNCONTROLLED AIRSPACE

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

#### CANADIAN AIRSPACE

- Appropriate notes as required may be shown.

#### AIRSPACE OUTSIDE OF U.S.

- **Other than Canada**
  - Appropriate notes as required may be shown.

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### NAVIGATIONAL AND PROCEDURAL INFORMATION

#### ISOGRONIC LINE AND VALUE

- **LOW/ HIGH ALTITUDE**
  - Isochronal lines and values shall be based on the five year epoch.

#### TIME ZONE

- **LOW/ HIGH ALTITUDE**
  - Central Std - UTC
  - Eastern Std - UTC
  -  During periods of Daylight Saving Time (DST), effective hours will be one hour earlier than shown. All states observing DST except Arizona and that portion of Indiana in the Eastern Time Zone.

#### ENLARGEMENT AREA

- **LOW/ HIGH ALTITUDE**
  - JACKSONVILLE AREA CHART A-1

#### MATCH MARK

- **LOW ALTITUDE - ALASKA**

- **HIGH ALTITUDE - U.S.**

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

**NOTE:** REFER TO CURRENT DOD (NGA) CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION OUTSIDE OF U.S. AIRSPACE.
NAVIGATIONAL AND PROCEDURAL INFORMATION

LOW ALTITUDE

I FR EVEN Thousands

VFR or ON Top EVEN

Thousands

FL 180

FL 190

FL 200

FL 210

FL 220

FL 230

FL 240

FL 250

FL 260

FL 270

I FR ODD Thousands

VFR or ON Top ODD

Thousands

FL 300

FL 310

FL 320

FL 330

FL 340

FL 350

FL 360

FL 370

FL 380

FL 390

FL 400

FL 410

VFR above 3000' AGI unless otherwise authorized by ATC

IFR outside controlled airspace

IFR within controlled airspace as assigned by ATC

All courses are magnetic

HIGH ALTITUDE

18,000' MSL to FL 280

NAVIGATIONAL AND PROCEDURAL INFORMATION

LOW/ HIGH ALTITUDE

Modern Air Traffic Service outside U.S. airspace is provided in accordance with Article 12 and Annex 11 of ICAO Convention. ICAO Convention not applicable to state aircraft. IFR not required in Microwave SIDs and蒲 Practices is encouraged.

CAUTION POSSIBLE DAMAGE AND/OR INTERFERENCE TO AIRBORNE RADIO DUE TO HIGH LEVEL RADIO ENERGY IN THE VICINITY OF 1225.6 KH.

CAUTION ACCURACY OF AIR TRAFFIC SERVICES RELATIVE TO HAWAII IFR CANNOT BE GUARANTEED CONSULT NOTAMS.

North American Datum of 1983 (NAD 83), for charting purposes, is considered equivalent to World Geodetic System 1984 (WGS 84).

MORSE CODE

LOW/ HIGH ALTITUDE


CULTURE

BOUNDARIES

LOW/ HIGH ALTITUDE

International

Omitted when coincident with ARTCC or FIR

U.S. / Russia

Maritime Line

LOW/ HIGH ALTITUDE

RUSSIA

UNITED STATES

Date Line

LOW/ HIGH ALTITUDE

INTERNATIONAL DATE LINE MONDAY SUNDAY

HYDROGRAPHY

SHORELINE

TOPOGRAPHY

TERRAIN

Area Charts

IFR within controlled airspace as assigned by ATC

All courses are magnetic
<table>
<thead>
<tr>
<th>AIRPORT DATA</th>
<th>AIRSPACE INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airports of Entry (AOE) are shown with four letter ICAO Identifier.</td>
<td></td>
</tr>
<tr>
<td><strong>LANDPLANE-CIVIL</strong> Refueling and repair facilities for normal traffic.</td>
<td><strong>AIR DEFENSE IDENTIFICATION ZONE (ADIZ)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>TANANAN ADIZ</strong></td>
</tr>
<tr>
<td></td>
<td><strong>TAWAN ADIZ</strong></td>
</tr>
<tr>
<td></td>
<td><strong>HONG KONG ADIZ</strong></td>
</tr>
<tr>
<td></td>
<td><strong>HONOLULU ADIZ</strong></td>
</tr>
<tr>
<td><strong>LANDPLANE-CIVIL AND MILITARY</strong> Refueling and repair facilities for normal traffic.</td>
<td><strong>AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>SEATTLE (2SE)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>OAKLAND (ZOA)</strong></td>
</tr>
<tr>
<td><strong>LANDPLANE-MILITARY</strong> Refueling and repair facilities for normal traffic.</td>
<td><strong>FLIGHT INFORMATION REGIONS (FIR) and/or (CTA)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>HONOLULU FIR PHON</strong></td>
</tr>
<tr>
<td></td>
<td><strong>HONOLULU FIR PHH</strong></td>
</tr>
<tr>
<td></td>
<td><strong>MADARIYA VIP WHZ</strong></td>
</tr>
<tr>
<td></td>
<td><strong>MAZATLAN USA / LR MAZ</strong></td>
</tr>
<tr>
<td></td>
<td><strong>MEXICO FIR / LR MEX</strong></td>
</tr>
<tr>
<td></td>
<td><strong>FR L.4</strong></td>
</tr>
<tr>
<td><strong>RADIO AIDS TO NAVIGATION</strong></td>
<td><strong>UPPER INFORMATION REGIONS (UIR)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>OAKLAND COA / HR KOKA</strong></td>
</tr>
<tr>
<td></td>
<td><strong>TOKYO FIR / OCA KTG</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NARITA FIR / OCA KNG</strong></td>
</tr>
<tr>
<td><strong>NON-DIRECTIONAL RADIO BEACON (NDB)</strong></td>
<td><strong>ADDITIONAL OCEANIC CONTROL AREAS</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Note: Limits not shown when coincident with Warning Areas.</strong></td>
</tr>
<tr>
<td><strong>VHF OMNIDIRECTIONAL RADIO RANGE (VOR)</strong></td>
<td><strong>BUFFER ZONE</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NDB</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NDB / DME</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NARC</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NPRC</strong></td>
</tr>
<tr>
<td><strong>DISTANCE MEASURING EQUIPMENT (DME)</strong></td>
<td><strong>NON-FREE FLYING ZONE</strong></td>
</tr>
<tr>
<td></td>
<td><strong>TACAN</strong></td>
</tr>
<tr>
<td><strong>TACTICAL AIR NAVIGATION (TACAN)</strong></td>
<td><strong>Teeth point to area</strong></td>
</tr>
<tr>
<td><strong>NARC</strong></td>
<td><strong>Teeth point to area</strong></td>
</tr>
<tr>
<td><strong>NPRC</strong></td>
<td><strong>NORTH ATLANTIC / MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (NAT/MNPS)</strong></td>
</tr>
<tr>
<td><strong>IDENTIFICATION BOX</strong></td>
<td><strong>REPORTING POINTS</strong></td>
</tr>
<tr>
<td><strong>VHF Frequency Latitude &amp; Longitude</strong></td>
<td><strong>Compulsory</strong></td>
</tr>
<tr>
<td><strong>Identification</strong></td>
<td><strong>Non-Compulsory</strong></td>
</tr>
<tr>
<td><strong>Identification</strong></td>
<td><strong>Waypoint</strong></td>
</tr>
<tr>
<td><strong>NDB</strong></td>
<td><strong>ARTOP N20º15'7&quot; W090º00'0&quot;</strong></td>
</tr>
<tr>
<td><strong>NDB / DME</strong></td>
<td><strong>W-470</strong></td>
</tr>
<tr>
<td></td>
<td><strong>WS17</strong></td>
</tr>
<tr>
<td><strong>AIR TRAFFIC SERVICE (ATS) OCEANIC ROUTES</strong></td>
<td><strong>SPECIAL USE AIRSPACE</strong></td>
</tr>
<tr>
<td><strong>AIRWAY</strong></td>
<td><strong>Warning Area</strong></td>
</tr>
<tr>
<td><strong>Identification Mileage</strong></td>
<td><strong>NARCA</strong></td>
</tr>
<tr>
<td><strong>Airway</strong></td>
<td><strong>NPRC</strong></td>
</tr>
<tr>
<td><strong>AIR-003 E/W FL 180/270</strong></td>
<td><strong>Atlantic Fleet Weapons Range</strong></td>
</tr>
<tr>
<td><strong>AIR-003 E/W FL 180/270</strong></td>
<td><strong>Special Use</strong></td>
</tr>
<tr>
<td><strong>AIR-003 E/W FL 180/270</strong></td>
<td><strong>12 Mile Limit</strong></td>
</tr>
<tr>
<td><strong>AIR-003 E/W FL 180/270</strong></td>
<td><strong>UNCONTROLLED AIRSPACE</strong></td>
</tr>
</tbody>
</table>
### NAVIGATIONAL AND PROCEDURAL INFORMATION

#### MILEAGE CIRCLES
Note: Mileages are Nautical (NM)

![120 NM](image)

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

![UTC](image)

#### Overlap Marks
NPAC Only

![Overlap Marks](image)

### CULTURAL BOUNDARIES

#### INTERNATIONAL

#### MARITIME

![Russia](image)

#### DATE LINE

MARTINERDAY ~ SUNDAY

### COMPASS ROSE
Note: Compass Roses oriented to Magnetic North

![Compass Rose](image)

### HYDROGRAPHY

### SHORELINES

![Shorelines](image)

### NOTES

**WARNING**

AIRCRAFT INFRINGING UPON NON-FREE FLYING TERRITORY MAY BE FIRED UPON WITHOUT WARNING

**WARNING**

UNLISTED RADIO EMISSIONS FROM THIS AREA MAY CONSTITUTE A NAVIGATION HAZARD OR RESULT IN BORDER OVERFLIGHT UNLESS UNUSUAL PRECAUTION IS EXERCISED.