

VFR AERONAUTICAL CHART SYMBOLS

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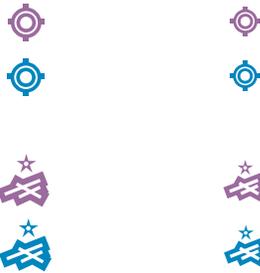
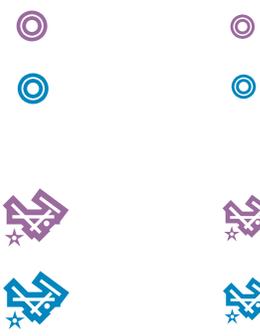
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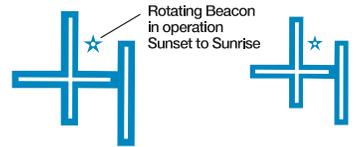
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GENERAL INFORMATION

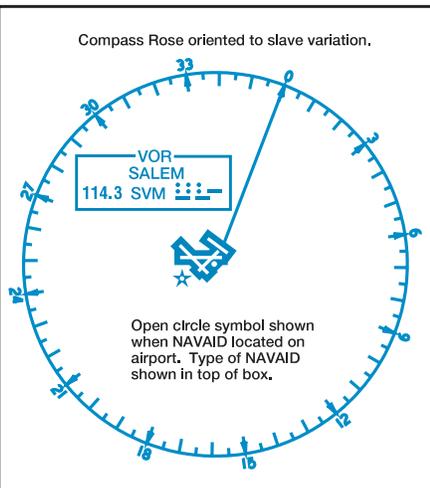
Symbols shown are for World Aeronautical Charts (WAC), Sectional aeronautical charts and Terminal Area Charts (TAC). When a symbol is different on any VFR chart series, it will be annotated thus:
WAC or Not shown on WAC.

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>WAC</p>
<p>SEAPLANE: CIVIL</p>	 <p>WAC</p>
<p>LANDPLANE: CIVIL-MILITARY</p>	 <p>WAC</p>
<p>LANDPLANE: MILITARY</p> <p><i>Refueling and repair facilities not indicated.</i></p>	 <p>WAC</p>

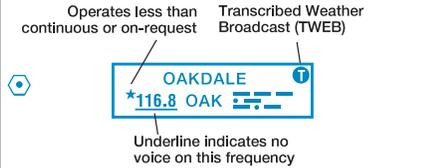
AIRPORTS	
<p>LANDPLANE: EMERGENCY</p> <p><i>No facilities</i></p> <p><i>or</i></p> <p><i>Complete information is not available.</i></p> <p><i>Add appropriate notes as required: "closed, approximate position, existence unconfirmed."</i></p>	 PUBLIC USE - Limited attendance or no service available   RESTRICTED OR PRIVATE - Use only in emergency, or by specific authorization   UNVERIFIED - A landing area available but warranting more than ordinary precaution due to: (1) lack of current information on field conditions, and / or (2) available information indicates peculiar operating limitations.   ABANDONED - Depicted for landmark value or to prevent confusion with an adjacent usable landing area. (Normally at least 3000' paved)  <p>WAC</p>
<p>SEAPLANE: EMERGENCY</p> <p><i>No facilities or complete information is not available</i></p>	  <p>WAC</p>
<p>HELIPORT (Selected)</p>	  <p>WAC</p>
<p>ULTRALIGHT FLIGHT PARK (Selected)</p>	 Not shown on WAC
<p>AIRPORT DATA GROUPING</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</p> <p>FSS NO SVFR  [NAME] (NAM) CT - 118.3 * ATIS 123.8 897 L 110 U Airport of Entry WAC</p>
<p>FSS - Flight Service Station on field</p> <p>NO SVFR - Airports where fixed wing special flight rules operations are prohibited (shown above airport name) F.A.R. 91</p> <p> - Indicates F.A.R. 93 Special Air Traffic Rules and Airport Traffic Patterns</p> <p> - Airport Surveillance Radar (Not shown on WAC)</p> <p>(NAM) - Location Identifier</p> <p>CT - 118.3 - Control Tower (CT) - primary frequency</p> <p>* - Star indicates operation part-time. See tower frequencies tabulation for hours of operation</p> <p> - Indicates Common Traffic Advisory Frequencies (CTAF) (Not shown on WAC)</p> <p>ATIS 123.8 - Automatic Terminal Information Service</p> <p>ASOS/ AWOS 135.42 - Automated Surface Weather Observing Systems (Shown when full-time ATIS is not available.) Some ASOS/AWOS facilities may not be located at airport. (Not shown on WAC)</p> <p>897 - Elevation in feet</p> <p>L - Lighting in operation Sunset to Sunrise</p> <p>*L - Lighting limitations exist; refer to Airport/Facility Directory.</p> <p>110 - Length of longest runway in hundreds of feet; usable length may be less.</p> <p>UNICOM - Aeronautical advisory station ("U" only on WAC)</p> <p>RP 23,34 - Runways with Right Traffic Patterns (public use) (Not shown on WAC)</p> <p>RP* - (See Airport/Facility Directory)</p> <p>VFR Advsy 125.0 - VFR Advisory Service shown where ATIS is not available and frequency is other than primary CT frequency.</p> <p>When lighting is not available, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length.</p>	

RADIO AIDS TO NAVIGATION

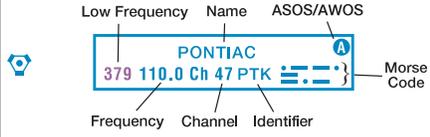
VHF
OMNI-DIRECTIONAL
RADIO (VOR) RANGE



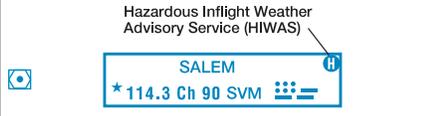
VOR



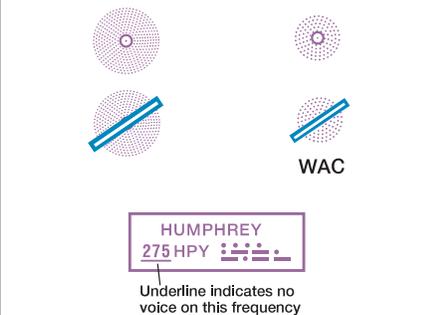
VORTAC



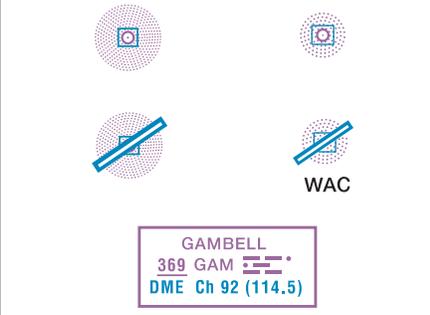
VOR-DME



NON-DIRECTIONAL
RADIOBEACON
(NDB)



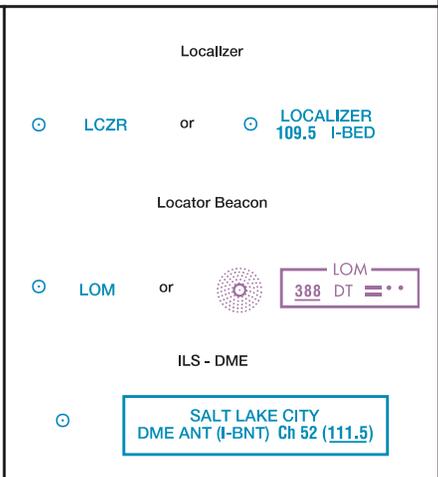
NDB-DME



RADIO AIDS TO NAVIGATION

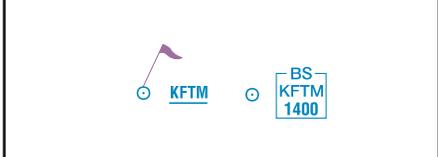
ILS COMPONENTS

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



BROADCAST STATIONS (BS)

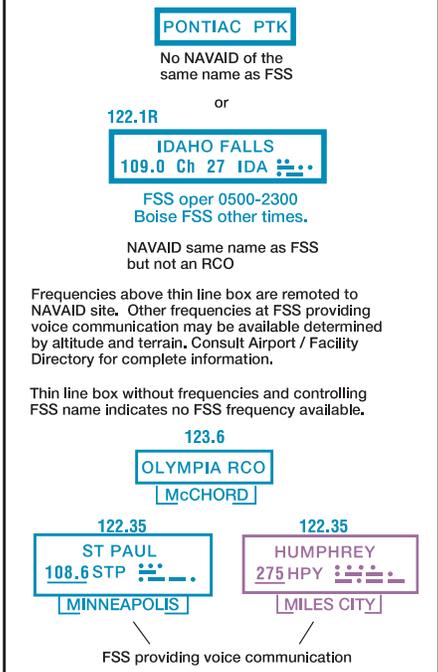
On request by the proper authority or when a VFR Checkpoint.



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

REMOTE COMMUNICATIONS OUTLET (RCO)



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>
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AIRSPACE INFORMATION

CLASS B AIRSPACE	<p>LAS VEGAS CLASS B</p> <p>Appropriate notes as required may be shown.</p> <p>Only the airspace effective below 18,000 feet MSL are shown.</p> <p>(Mode C see FAR 91.215 /AIM)</p> <p>All mileages are nautical (NM).</p> <p>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>
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<p>80 - Ceiling of Class B in hundreds of feet MSL</p> <p>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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AIRSPACE INFORMATION

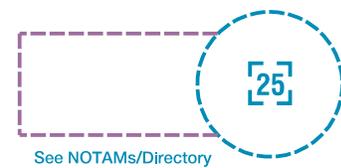
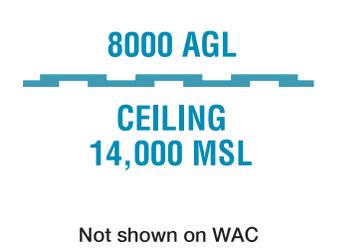
CLASS C AIRSPACE	<p>BURBANK CLASS C</p> <p>Appropriate notes as required may be shown.</p> <p>(Mode C see FAR 91.215 /AIM)</p> <p>See NOTAMs/Directory for Class C eff hrs</p> <p>BOISE CLASS C</p> <p>See NOTAMs/Directory for Class C eff hrs</p> <p>WAC</p> <p>Outer limit only, segments not shown</p> <p>FOR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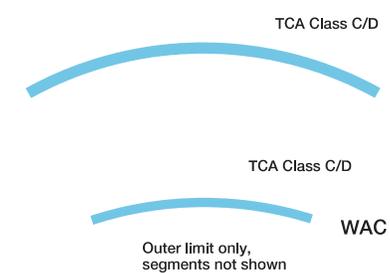
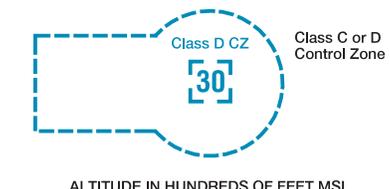
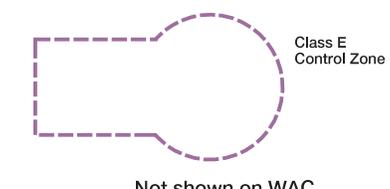
<p>48 - Ceiling of Class C in hundreds of feet MSL</p> <p>30 - Floor of Class C in hundreds of feet MSL</p> <p>CTC BURBANK APP WITHIN 20 NM ON 124.6 395.9</p> <p>Not shown on WAC</p>
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CLASS D AIRSPACE

<p>See NOTAMs/Directory for Class D eff hrs</p> <p>See NOTAMs/Directory for Class D/E (sfc) eff hrs</p> <p>Outer limit only, segments not shown</p> <p>WAC</p>
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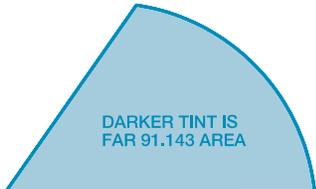
<p>(A minus in front of the figure is used to indicate "from surface to but not including...")</p> <p>ALTITUDE IN HUNDREDS OF FEET MSL</p> <p>Not shown on WAC</p>
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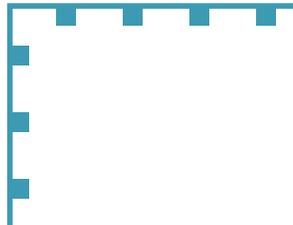
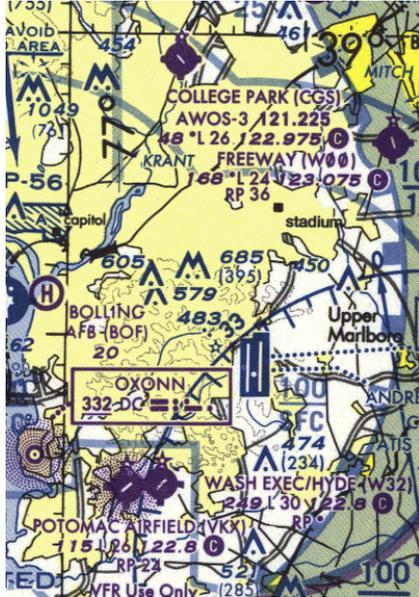
AIRSPACE INFORMATION	
<p>CLASS E AIRSPACE</p> <p>The limits of Class E airspace shall be shown by narrow vignettes or by the dashed magenta symbol. Individual units of designated airspace are not necessarily shown; instead, the aggregate lateral and vertical limits shall be defined by the following:</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>	  

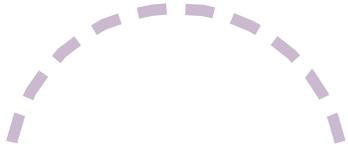
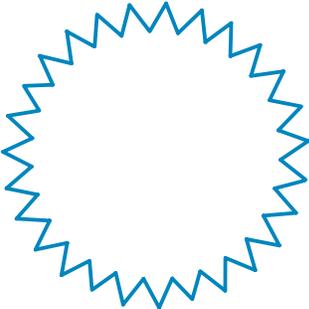
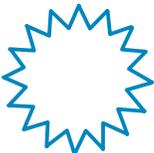
AIRSPACE INFORMATION	
<p>CANADIAN AIRSPACE</p> <p>Individual units of designated Canadian airspace are not necessarily shown; instead, the aggregate lateral and vertical limits shall be portrayed as closely as possible to the comparable U.S. airspace.</p> <p>Appropriate notes as required may be shown.</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>   <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>OCEANIC CONTROL AREAS (OCA)</p>	<p>No FIR exists this side - No ticks</p> 

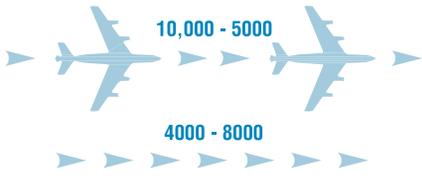
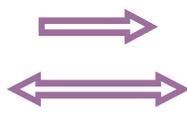
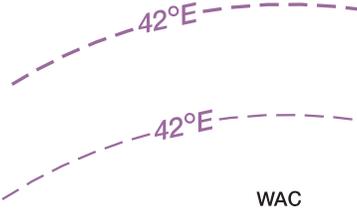
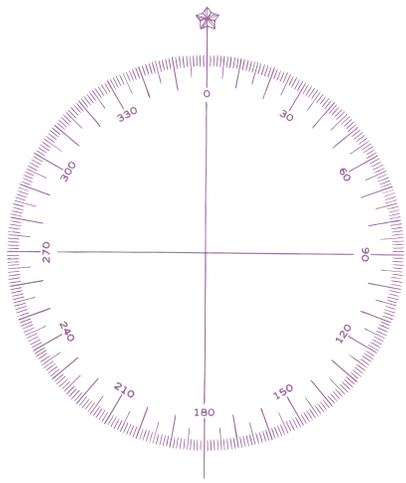
AIRSPACE INFORMATION	
<p>AIR DEFENSE IDENTIFICATION ZONE (ADIZ)</p> <p><i>Note. Delimiting line not shown when it coincides with International Boundary, projection lines or other linear features.</i></p>	<h1>ALASKA ADIZ</h1>
<p>LOW ALTITUDE AIRWAYS VOR and LF / MF (CLASS E AIRSPACE)</p> <p><i>Low altitude 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>Alternate Airway radial: V2N ← 270°</p> <p>Enroute Airway radial: V2 ← 255°</p> <p>Total mileage between NAVAIDS on direct Airways: 25</p> <p>LF / MF Airway: R40</p> <p>WAC</p>
<p>MISCELLANEOUS AIR ROUTES</p>	<p>Bahama Route: BR 63V ← 265°</p> <p>Oceanic & ATS Route: A 301</p> <p>Atlantic Route: AR5</p> <p>Gulf Route: GULF RTE 26</p> <p>Class G Route: B ROUTE 2</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>PROHIBITED, RESTRICTED OR WARNING AREA</p> <p>ALERT AREA A-631 CONCENTRATED STUDENT HELICOPTER TRAINING</p> <p>MILITARY OPERATIONS AREA (MOA) VANCE 2 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</p> <p>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>	 <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p>SPECIAL NOTICE Pilots are required to obtain an ATC clearance prior to entering this area.</p> </div>
<p>SPACE OPERATIONS AREA (FAR 91.143)</p>	 <p style="text-align: center;">DARKER TINT IS FAR 91.143 AREA</p> <p style="text-align: center;">Not shown on WAC</p>
<p>MODE C (FAR 91.215)</p> <p><i>Appropriate notes as required may be shown.</i></p>	 <p style="text-align: center;">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 style="text-align: center;">Not shown on WAC</p>
<p>SPECIAL CONSERVATION AREAS</p> <p>National Park, Wildlife Refuge, Primitive and Wilderness Areas, etc.</p>	 <p style="text-align: center;">PAHRANAGAT NATIONAL WILDLIFE REFUGE</p> <p style="text-align: center;">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>	 <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <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> </div>
<p>SFAR AREA RELATING TO NATIONAL SECURITY</p> <p>Example: Washington DC</p>	 <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p>WASHINGTON DC METROPOLITAN AREA SPECIAL FLIGHT RULES AREA IN EFFECT (See SFAR 94 description in chart border).</p> </div>
<p>TEMPORARY FLIGHT RESTRICTION (TFR) RELATING TO NATIONAL SECURITY</p> <p>Example: P-40/R-4009</p>	 <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p>CAUTION P-40 AND R-4009 EXPANDED BY TEMPORARY FLIGHT RESTRICTION. CONTACT AFSS FOR LATEST STATUS AND NOTAMS</p> </div> <p style="text-align: center;">Not shown on WAC</p>

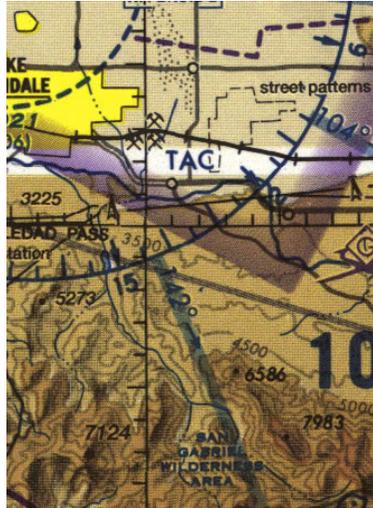
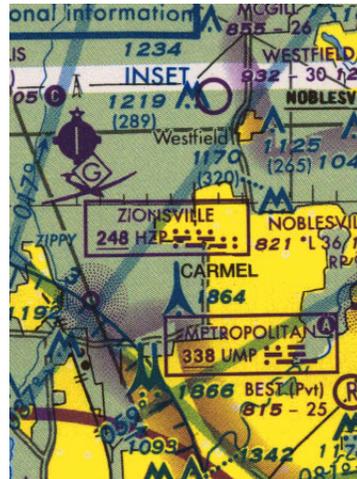
AIRSPACE INFORMATION	
<p>NATIONAL SECURITY AREA</p> <p><i>Appropriate notes as required may be shown.</i></p>	 <p style="text-align: center;">NOTICE FOR REASONS OF NATIONAL SECURITY PILOTS ARE REQUESTED TO AVOID FLIGHT BELOW 1200' MSL IN THIS AREA</p> <p style="text-align: center;">Not shown on WAC</p>
<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;">SEE TWR FREQ TAB</p> <p style="text-align: center;">Not shown on WAC</p>

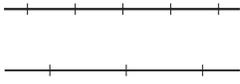
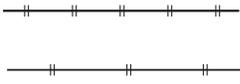
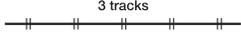
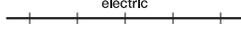
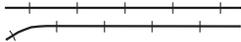
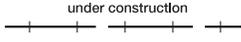
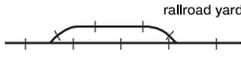
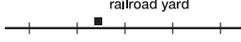
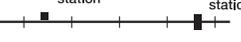
AIRSPACE INFORMATION	
<p>IFR ROUTES</p> <p><i>Appropriate notes as required may be shown.</i></p> <p>Arrival</p> <p>Departure</p>	 <p style="text-align: center;">TAC only</p>
<p>TRANSITION ROUTES</p> <p><i>Appropriate notes as required may be shown.</i></p> <p>Uni-directional</p> <p>Bi-directional</p>	<p style="text-align: center;">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;">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>	

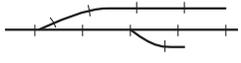
NAVIGATIONAL AND PROCEDURAL INFORMATION	
<p>INTERSECTIONS</p> <p><i>Named intersections used as reporting points. Arrows are directed toward facilities which establish intersection.</i></p>	<p>ANGOO VHF ROAMS LF / MF</p> <p>WATSY Combined VHF - LF / MF</p> <p>Not shown on WAC</p>
<p>AERONAUTICAL LIGHTS</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>Site # .5 .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> <table border="0"> <tr><td>R</td><td>Red</td></tr> <tr><td>W</td><td>White</td></tr> <tr><td>G</td><td>Green</td></tr> <tr><td>B</td><td>Blue</td></tr> <tr><td>SEC</td><td>Sector</td></tr> <tr><td>F</td><td>Fixed</td></tr> <tr><td>Oc</td><td>Single Occulting</td></tr> <tr><td>Oc (2)</td><td>Group Occulting</td></tr> <tr><td>Oc (2+1)</td><td>Composite Group Occulting</td></tr> <tr><td>Iso</td><td>Isophase</td></tr> <tr><td>Fl</td><td>Flashing</td></tr> <tr><td>Fl (2)</td><td>Group Flashing</td></tr> <tr><td>Fl (2+1)</td><td>Composite Group Flashing</td></tr> <tr><td>Q</td><td>Quick</td></tr> <tr><td>IQ</td><td>Interrupted Quick</td></tr> <tr><td>Mo (A)</td><td>Morse Code</td></tr> <tr><td>FFI</td><td>Fixed and Flashing</td></tr> <tr><td>AI</td><td>Alternating</td></tr> <tr><td>Gp</td><td>Group</td></tr> <tr><td>LFI</td><td>Long Flash</td></tr> <tr><td>Q (3)</td><td>Group Quick Flashing</td></tr> <tr><td>IQ</td><td>Interrupted Quick Flashing</td></tr> <tr><td>VQ</td><td>Very Quick Flashing</td></tr> <tr><td>VQ (3)</td><td>Group Very Quick Flashing</td></tr> <tr><td>IVQ</td><td>Interrupted Very Quick Flashing</td></tr> <tr><td>UQ</td><td>Ultra Quick Flashing</td></tr> <tr><td>IUQ</td><td>Interrupted Ultra Quick Flashing</td></tr> </table> <p><small>*Marine Lights are white unless otherwise noted. Alternating lights are red and white unless otherwise noted.</small></p>	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	AI	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
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<p>VISUAL GROUND SIGNS</p> <p><i>Shore and Landmarks</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) 999 - 27</p> <p>Not shown on WAC</p>																																																						

NAVIGATIONAL AND PROCEDURAL INFORMATION	
VFR WAYPOINTS	
Stand-Alone	 VPXYZ
Collocated with VFR Checkpoint	 NAME (VPXYZ) WAC not shown
OBSTRUCTION	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  1473 (394) bldg Less than 1000' (AGL) </div> <div style="text-align: center;">  1158 (253) stack </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">  628 UC Under Construction or reported and position / elevation unverified </div> <div style="text-align: center;">  507 UC </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">  3368 (1529) 1000' & higher (AGL) </div> <div style="text-align: center;">  2967 (1697) </div> </div> <p style="text-align: center;">WAC</p>
GROUP OBSTRUCTION	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  1062 (227) Less than 1000' (AGL) </div> <div style="text-align: center;">  524 (367) </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">  4977 (1432) 1000' and higher (AGL) </div> <div style="text-align: center;">  3483 (1634) </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">  2889 (1217) At least two in group over 1000' (AGL) </div> <div style="text-align: center;">  4892 (1573) </div> </div> <p style="text-align: center;">WAC</p>
HIGH-INTENSITY OBSTRUCTION LIGHTS	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  Less than 1000' (AGL) </div> <div style="text-align: center;">  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">  1000' and higher (AGL) </div> <div style="text-align: center;">  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">  Group Obstruction </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>
MAXIMUM ELEVATION FIGURE (MEF)	135
WARNING AND CAUTION NOTES	<div style="border: 1px solid blue; 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 blue; 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>

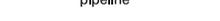
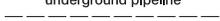
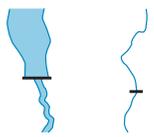
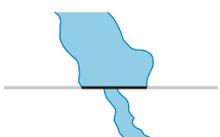
CHART LIMITS	
OUTLINE ON SECTIONAL OF TERMINAL AREA CHART	 <div style="border: 1px solid blue; padding: 5px; margin-top: 10px; text-align: center;"> <p>LOS ANGELES TERMINAL AREA</p> <p>Pilots are encouraged to use the Los Angeles VFR Terminal Area Chart for flights at or below 10,000'</p> </div> <p style="text-align: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

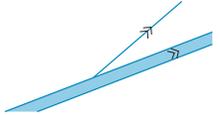
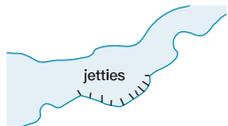
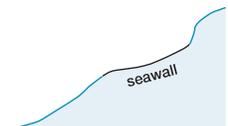
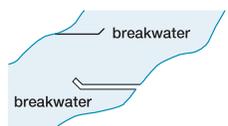
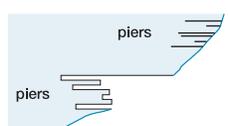
CULTURE	
RAILROADS <i>All gauges</i> Single Track	 WAC
Double Track	 WAC
More Than Two Tracks	 3 tracks
Electric	 electric
RAILROADS IN JUXTAPOSITION	
RAILROAD-NONOPERATING, ABANDONED, DESTROYED OR UNDER CONSTRUCTION	 under construction
RAILROAD YARDS Limiting Track To Scale	 railroad yard
Location Only	 railroad yard
RAILROAD STATIONS	 station station

CULTURE	
RAILROAD SIDINGS AND SHORT SPURS	
ROADS	
Dual Lane Category 1	 WAC
Primary Category 2	 WAC
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	
	 LINCOLN HIGHWAY LINCOLN HIGHWAY WAC
ROADS UNDER CONSTRUCTION	 under construction

CULTURE	
BRIDGES AND VIADUCTS	Railroad
	Road
OVERPASSES AND UNDERPASSES	
CAUSEWAYS	
TUNNELS-ROAD AND RAILROAD	
POPULATED PLACES OUTLINED	
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 and Provincial	
Convention or Mandate Line	
Date Line	

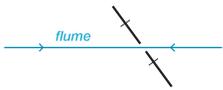
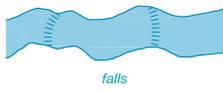
CULTURE	
TIME ZONES	<p>PST (+7DT) = UTC</p> <p>MST (+6DT) = UTC</p> <p>Not shown on WAC</p>
MINES AND QUARRIES	<p><i>Shaft Mines and Quarries</i></p> 
POWER TRANSMISSION & TELECOMMUNICATION LINES	 <p>----- WAC</p>
PIPELINES	<p>pipeline</p> 
Underground	<p>underground pipeline</p> 
DAMS	
DAM CARRYING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

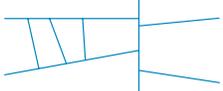
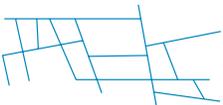
CULTURE	
SMALL LOCKS	
WEIRS AND JETTIES	<p>jetties</p> 
SEAWALLS	<p>seawall</p> 
BREAKWATERS	<p>breakwater</p> 
PIERS, WHARFS, QUAYS, ETC.	<p>piers</p> 
MISCELLANEOUS CULTURAL FEATURES	<ul style="list-style-type: none"> ■ stadium ■ fort ■ cemetery
OUTDOOR THEATER	
WELLS	<p>Other Than Water</p> <p>○ oil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

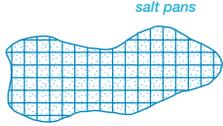
CULTURE	
RACE TRACKS	
LOOKOUT TOWERS	<p>Air marked identification</p> <p> P-17 (Site Number) 618 (Elevation Base of Tower)</p>
LANDMARK AREAS	
TANKS	<ul style="list-style-type: none"> • water • oil • gas
COAST GUARD STATION	
AERIAL CABLEWAYS, CONVEYORS, ETC.	<p>aerial cableway aerial cableway</p> <p>■-----■ ■-----■</p> <p>WAC</p>
HYDROGRAPHY	
OPEN WATER	
INLAND WATER	

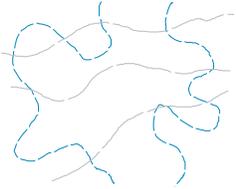
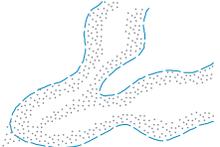
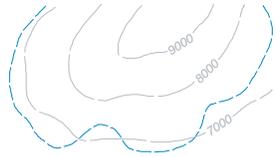
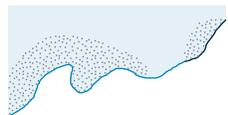
HYDROGRAPHY	
SHORELINES	<p>Definite</p>
	<p>Fluctuating</p>
	<p>Unsurveyed <i>Indefinite</i></p>
	<p>Man-made</p>
LAKES	<p>Label as required</p> <p>Perennial</p> <p><i>When too numerous to show individual lakes, show representative pattern and descriptive note.</i></p>
	<p>Non-Perennial</p> <p><i>(dry, intermittent, etc.)</i></p> <p><i>Illustration includes small perennial lake</i></p>
	RESERVOIRS
RESERVOIRS	<p>Man-made Shorelines</p> <p><i>Label when necessary for clarity</i></p>
	<p><i>Too small to show to scale</i></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>aqueduct</p>		
		<p>Abandoned or Under Construction</p> <p>abandoned aqueduct</p>		
		<p>Underground</p> <p>underground aqueduct</p>		
		<p>Suspended or Elevated</p>		
		<p>Tunnels</p>		
		<p>Kanats</p> <p><i>Underground aque- duct with air vents</i></p> <p>underground aqueduct</p>		

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

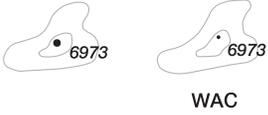
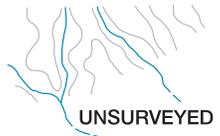
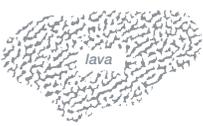
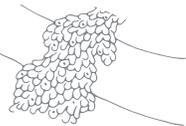
HYDROGRAPHY	
To Scale	
Abandoned or Under Construction	
Abandoned to Scale	
SMALL CANALS AND DRAINAGE / IRRIGATION DITCHES	
Perennial	
Non-Perennial	
Abandoned or Ancient	
Numerous <i>Representative pattern and/or descriptive note.</i>	
Numerous	

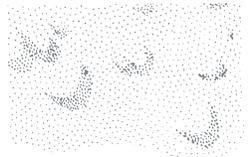
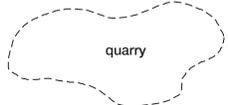
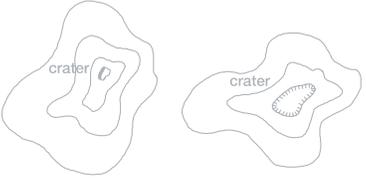
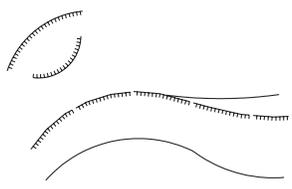
HYDROGRAPHY	
SALT EVAPORATORS AND SALT PANS MAN EXPLOITED	 <p style="text-align: center;">salt pans</p>
SWAMPS, MARSHES AND BOGS	
HUMMOCKS AND RIDGES	
MANGROVE AND NIPA	 <p style="text-align: center;">mangrove</p>
PEAT BOGS	 <p style="text-align: center;">peat bog</p>
TUNDRA	<p style="text-align: center;">tundra</p>
CRANBERRY BOGS	 <p style="text-align: center;">cranberry bog</p>
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	<p><i>Tidal flats exposed at low tide.</i></p> 

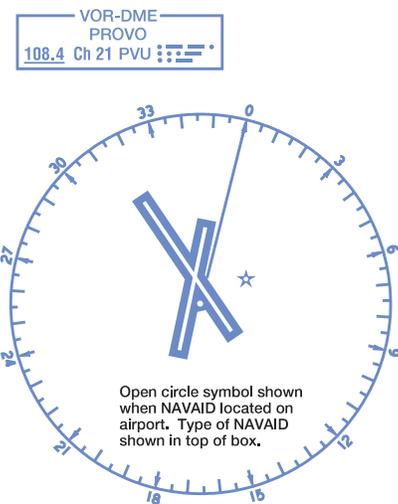
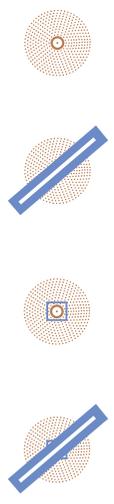
HYDROGRAPHY	
ROCKS-ISOLATED Bare or Awash	*
WRECKS Exposed	
REEFS-ROCKY OR CORAL	
MISCELLANEOUS UNDERWATER FEATURES NOT OTHERWISE SYMBOLIZED	
FISH PONDS AND HATCHERIES	
ICE	
Permanent Polar Ice	
Pack Ice	

RELIEF	
CONTOURS	
Basic	
Approximate	
Intermediate	
Auxiliary	
Depression	
Values	

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

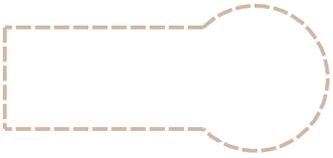
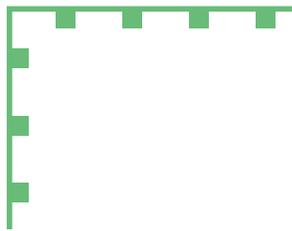
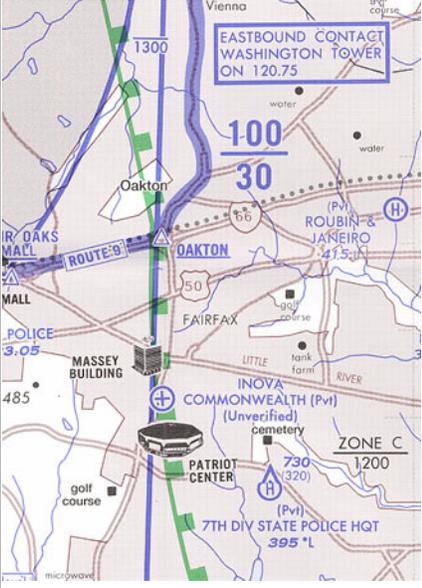
RELIEF	
SAND OR GRAVEL AREAS	
SAND RIDGES	
To Scale	
SAND DUNES	
To Scale	
SHADED RELIEF	
ROCK STRATA OUTCROP	
QUARRIES TO SCALE	
STRIP MINES, MINE DUMPS AND TAILINGS	
To Scale	
CRATERS	
ESCARPMENTS, BLUFFS, CLIFFS, DEPRESSIONS, ETC.	
LEVEES AND ESKERS	

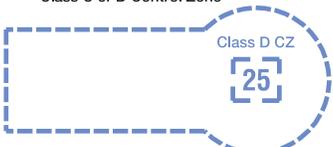
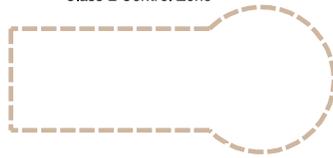
AIRPORTS	
<p>LANDPLANE</p> <p><i>All recognizable runways, including some which may be closed, are shown for visual identification.</i></p>  <p>Public </p> <p>Private </p>	
<p>HELIPORT</p> <p>Heliports public and private </p> <p>Hospital Helipads </p> <p>Trauma Center </p> <p>Helipads located at major 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>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 Airport of Entry</p>	
<p>FSS - Flight Service Station on field</p> <p>NO SVFR - Airspace where fixed wing special visual flight rules operations are prohibited (shown above airport name) F.A.R. 91.</p> <p>[] - Indicates F.A.R. 93 Special Air Traffic Rules and Airport Traffic</p> <p>(NAM) - Location Identifier</p> <p>CT - 119.1 - Control Tower (CT) - primary frequency</p> <p>* - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.</p> <p>ATIS 115.4 - Automatic Terminal Information Service</p> <p>ASOS / AWOS 135.42 - Automated Surface Weather Observing Systems (Shown when full-time ATIS is not available.) NDBs broadcasting ASOS / AWOS data may not be located at the airport.</p> <p>03 - Elevation in feet</p> <p>L - Lighting in operation Sunset to Sunrise</p> <p>*L - Lighting limitations exist, refer to Airport/Facility Directory.</p> <p>122.95 - UNICOM - Aeronautical advisory station</p> <p>Ⓢ - Indicates Common Traffic Advisory Frequencies (CTAF)</p> <p>(Unverified) - Unverified Helipoint</p> <p>When lighting is not available, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. Dashes are not shown on heliports or helipads unless additional information follows the elevation (e.g. UNICOM, CTAF).</p>	

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>AMEDEE *109.0 Ch 27 AHC</p> <p>Underline indicates no voice on this frequency.</p>	
<p>VOR</p> <p>AMEDEE *109.0 Ch 27 AHC</p> <p>Underline indicates no voice on this frequency.</p>	
<p>VORTAC</p> <p>Low Frequency Name ASOS/AWOS</p> <p>379 111.0 Ch 47 PTK</p> <p>Frequency Channel Identifier</p> <p>Morse Code</p>	
<p>VOR-DME</p> <p>SALEM 114.3 Ch 90 SVM</p> <p>Hazardous Inflight Weather Advisory Service (HIWAS)</p>	
<p>NON-DIRECTIONAL RADIOBEACON (NDB)</p>  <p>MONTAGUE 382 MOG</p> <p>Underline indicates no voice on this frequency.</p>	
<p>NDB-DME</p> <p>GAMBELL 369 GAM DME Ch 92 (114.5)</p>	

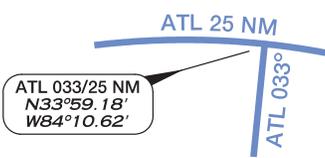
RADIO AIDS TO NAVIGATION	
<p>NAVAIDS USED TO DEFINE CLASS B AIRSPACE</p>	<p>ILS - DME</p> <p>SALT LAKE CITY DME ANT (I-BNT) Ch 52 (111.5)</p>
<p>BROADCAST STATIONS (BS)</p> <p><i>On request by the proper authority or when a VFR Check-point.</i></p>	<p>KFTM BS KFTM 1400</p>
<p>FLIGHT SERVICE STATION (FSS)</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>DENVER DEN</p> <p>No NAVAID of the same name as FSS</p> <p>or</p> <p>122.1R 123.6</p> <p>NORTHWAY 116.3 Ch 110 ORT</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>123.6</p> <p>OLYMPIA RCO [McCHORD]</p> <p>122.35 122.35</p> <p>ST PAUL 108.6 STP [MINNEAPOLIS]</p> <p>GAMBELL 369 GAM [MILES CITY]</p> <p>FSS providing voice communication</p>
<p>REMOTE COMMUNICATIONS OUTLET (RCO)</p>	<p>123.6</p> <p>OLYMPIA RCO [McCHORD]</p> <p>122.35 122.35</p> <p>ST PAUL 108.6 STP [MINNEAPOLIS]</p> <p>GAMBELL 369 GAM [MILES CITY]</p> <p>FSS providing voice communication</p>

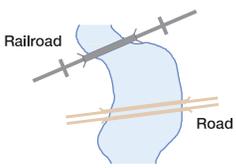
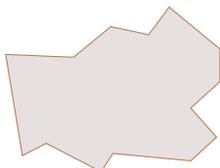
AIRSPACE INFORMATION	
<p>CLASS B AIRSPACE</p> <p><i>Appropriate notes as required may be shown. (Mode C see FAR 91.215/AIM)</i></p> <p><i>All mileages are nautical (NM)</i></p> <p><i>All radials are magnetic.</i></p>	<p>LAS VEGAS CLASS B</p> <p>NAVAID identifier and distance from facility.</p> <p>LAS 20 NM LAS 031°</p> <p>NAVAID identifier and radial from facility.</p> <p>CLASS B SURFACE AREA</p> <p>70 SFC</p> <ul style="list-style-type: none"> - Ceiling of Class B in hundreds of feet MSL - Floor of Class B in hundreds of feet MSL <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>See NOTAMs/Directory for Class C eff hrs</p> <p>70 30</p> <ul style="list-style-type: none"> - Ceiling of Class C in hundreds of feet MSL - Floor of Class C in hundreds of feet MSL <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>[31]</p> <p>See NOTAMs/Directory for Class D/E (sfc) eff hrs</p> <p>[20]</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>SPECIAL FEDERAL AVIATION REGULATIONS (SFAR) AREAS 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 SPECIAL FLIGHT RULES AREA IN EFFECT (See SFAR 94 description in chart border). Special regulations apply to all aircraft operations below Flight Level 180 in the Washington DC Metropolitan Area. Pilots should contact a local AFSS 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 AREA AIR DEFENSE IDENTIFICATION ZONE (DC ADIZ) (See description in chart border)</p> 

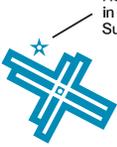
AIRSPACE INFORMATION									
<p>CANADIAN AIRSPACE</p> <p><i>Appropriate notes as required may be shown.</i></p>	<p>TCA Class C/D</p>  <p>80 - Ceiling of TCA Class C/D in hundreds of feet MSL</p> <p>40 - Floor of TCA Class C/D in hundreds of feet MSL</p> <p>Class C or D Control Zone</p>  <p>ALTIMITUDE IN HUNDREDS OF FEET MSL</p> <p>Class E Control Zone</p>  <p>AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES</p> <p>NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE</p>								
<p>HELICOPTER ROUTES</p>	<p>Primary Route</p> <table border="1"> <thead> <tr> <th>Route Name</th> <th>Tower Frequency</th> <th>One-way Route</th> <th>Altitude Changeover Point</th> </tr> </thead> <tbody> <tr> <td>MARRIOT</td> <td>118.3</td> <td>→</td> <td> </td> </tr> </tbody> </table> <p>Reporting or Holding Points</p> <p>Non-Compulsory:  BAHAI Name</p> <p>Compulsory: </p> <p>Secondary Route: </p> <p>Transition Route: </p> <p>Police Zone:  ZONE 8 / 1000</p> <p>Recommended Route Altitude</p> <ul style="list-style-type: none"> <u>500</u> Maximum <u>500</u> Minimum <u>500</u> Recommended 	Route Name	Tower Frequency	One-way Route	Altitude Changeover Point	MARRIOT	118.3	→	
Route Name	Tower Frequency	One-way Route	Altitude Changeover Point						
MARRIOT	118.3	→							

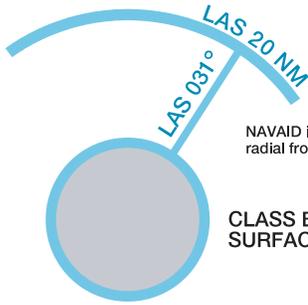
AIRSPACE INFORMATION	
<p>SPECIAL USE AIRSPACE</p> <p><i>Only the airspace effective below 18,000 feet MSL is shown.</i></p> <p><i>The type of area shall be spelled out in large areas if space permits.</i></p>	 <p>PROHIBITED, RESTRICTED, WARNING OR ALERT AREA</p>  <p>MILITARY OPERATIONS AREA (MOA)</p>
<p>MILITARY TRAINING ROUTES (MTR)</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>	 <div style="border: 1px solid blue; padding: 5px; width: fit-content; margin: 10px auto;"> <p>SPECIAL NOTICE Pilots are required to obtain an ATC clearance prior to entering this area.</p> </div>
<p>MODE C (FAR 91.215)</p> <p><i>Appropriate notes as required may be shown.</i></p>	<p style="text-align: center;">MODE C</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>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>  <div style="border: 2px solid black; padding: 5px; text-align: center; width: fit-content; margin: 10px auto;"> <p>SEE TWR FREQ TAB</p> </div> <p>80 - Ceiling of TRSA in hundreds of feet MSL</p> <p>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</p> <div style="border: 1px solid blue; padding: 2px; display: inline-block;"> <p>FRANCIS PEAK RCO</p> </div> <p>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' and higher AGL</p>  <p>300' and higher AGL</p>  <p>or</p>  <p>Group Obstruction</p>  <p>or</p>  <p>Obstruction with high-intensity lights.</p>  <p>2049</p> <p>(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 style="font-size: 2em; font-weight: bold; text-align: center;">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> <div style="border: 1px solid black; padding: 2px; display: inline-block;"> <p>ATL 033/25 NM N33°59.18' W84°10.62'</p> </div> <p>ATL 033°</p>

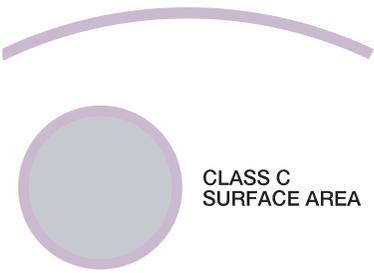
NAVIGATIONAL AND PROCEDURAL INFORMATION	
<p>WARNING AND CAUTION NOTES</p>	<div style="border: 1px solid blue; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;">WARNING</p> <p style="text-align: center;">Extensive fleet and air operations being conducted in offshore areas to approximately 100 miles seaward.</p> </div> <div style="border: 1px solid blue; padding: 5px;"> <p>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>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</p> <p>Primary</p>	<p style="text-align: center;">HOLLYWOOD BOULEVARD</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 and Quarries 🏟 Race Track 🎪 Outdoor Theater ● Tank-water, oil or gas
HYDROGRAPHY	
<p>SHORELINES</p>	
<p>MAJOR LAKES AND RIVERS</p>	
<p>RESERVOIRS</p>	 <p style="text-align: right;">Dam</p>
RELIEF	
<p>SPOT ELEVATIONS</p> <p>Position Accurate</p>	<p style="text-align: center;">● 405</p>

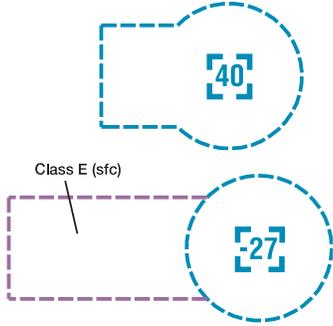
AIRPORTS	
<p>LANDPLANE</p> <p><i>No distinction is made between airports with services and those without services. Runways may be exaggerated to clearly portray the pattern. Hard-surfaced runways which are closed but still exist are included in the charted pattern.</i></p> <p><i>FAR 91 - Fixed wing special VFR operations prohibited.</i></p>	<div style="text-align: center;">  <p>Rotating Beacon in operation Sunset to Sunrise</p> <p>NO SVFR RIVERSIDE (RAL)</p> </div> <p>Paved Runways</p> <div style="text-align: center;">  <p>AGUA DOLCE (L70)</p> </div> <p>Unpaved Runways</p> <div style="text-align: center;">  <p>(Pvt) COMPTON</p> </div>

AIRSPACE INFORMATION	
<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>	<div style="text-align: center;"> <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> </div> <p>80 - Ceiling of Class B in hundreds of feet MSL</p> <p>40 - Floor of Class B in hundreds of feet MSL</p>

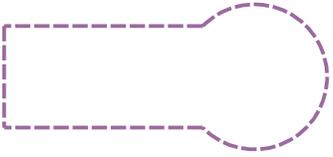
RADIO AIDS TO NAVIGATION	
<p>VHF OMNI-DIRECTIONAL RADIO RANGE (VOR)</p> <p>VOR</p>	<div style="text-align: center;">  <p>Identifier Frequency</p> <p>MAL 109.6</p> </div>
<p>VORTAC</p>	<div style="text-align: center;">  <p>GCY 113.4</p> </div>
<p>VOR-DME</p>	<div style="text-align: center;">  <p>FHM <u>114.2</u></p> <p>Underline indicates no voice on this frequency</p> </div>

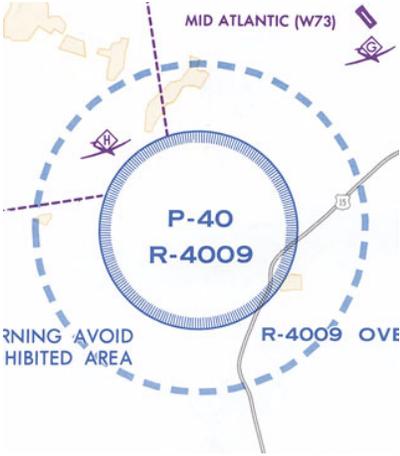
<p>CLASS C AIRSPACE</p> <p><i>Appropriate notes as required may be shown.</i></p> <p><i>(Mode C see FAR 91.215 /AIM)</i></p>	<div style="text-align: center;"> <p>EL TORO CLASS C</p>  <p>CLASS C SURFACE AREA</p> </div> <p>48 - Ceiling of Class C in hundreds of feet MSL</p> <p>30 - Floor of Class C in hundreds of feet MSL</p>
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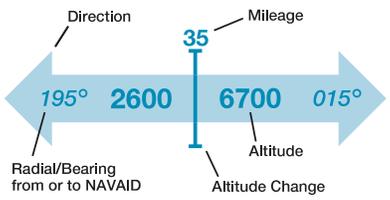
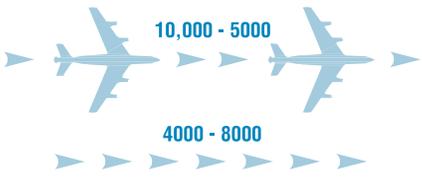
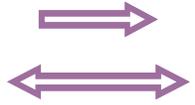
<p>NON-DIRECTIONAL RADIOBEACON (NDB)</p>	<div style="text-align: center;">  <p>WDP <u>396</u></p> <p>Underline indicates no voice on this frequency</p> </div>
<p>NDB-DME</p>	<div style="text-align: center;">  <p>LSJ 206</p> </div>

<p>CLASS D AIRSPACE</p>	<div style="text-align: center;">  <p>Class E (sfc)</p> <p>40</p> <p>27</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> </div>
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<p>NAVAIDS USED TO DEFINE CLASS B AIRSPACE</p>	<div style="text-align: center;">  <p>SALT LAKE CITY DME ANTENNA (I-BNT) Ch 52 (111.5)</p> </div>
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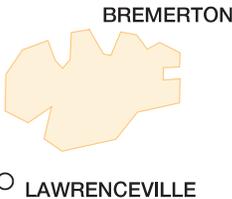
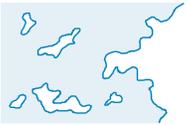
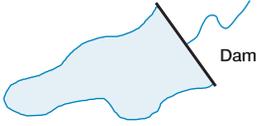
<p>CLASS E SURFACE (SFC) AIRSPACE</p>	
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AIRSPACE INFORMATION	
<p>SPECIAL AIRSPACE AREAS</p>	
<p>SPECIAL FEDERAL AVIATION REGULATIONS (SFAR) AREAS RELATING TO NATIONAL SECURITY</p> <p>Example: Washington DC</p> <p><i>Appropriate notes as required may be shown.</i></p>	 <div style="border: 1px solid blue; padding: 5px; margin-top: 10px;"> <p>WASHINGTON DC METROPOLITAN AREA SPECIAL FLIGHT RULES AREA IN EFFECT (See SFAR 94 description in chart border).</p> <p>Special regulations apply to all aircraft operations below Flight Level 180 in the Washington DC Metropolitan Area. Pilots should contact a local AFSS for NOTAM information prior to flight in the Washington DC Metropolitan Area.</p> </div>
<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>	 <div style="border: 1px solid blue; padding: 5px; margin-top: 10px;"> <p>CAUTION P-40 AND R-4009 EXPANDED BY TEMPORARY FLIGHT RESTRICTION. CONTACT AFSS FOR LATEST STATUS AND NOTAMS.</p> </div>

AIRSPACE INFORMATION	
<p>SUGGESTED VFR FLYWAY AND ALTITUDE</p>	
<p>IFR ROUTES</p> <p><i>Appropriate notes as required may be shown.</i></p> <p>Arrival</p> <p>Departure</p>	
<p>TRANSITION ROUTES</p> <p><i>Appropriate notes as required may be shown.</i></p> <p>Uni-directional</p> <p>Bi-directional</p>	<div style="border: 1px solid purple; padding: 5px; margin-bottom: 10px;"> <p>VFR TRANSITION ROUTE ATC CLEARANCE REQUIRED SEE SHOWBOAT GRAPHIC ON SIDE PANEL</p> </div> 
<p>SPECIAL USE AIRSPACE</p> <p><i>Only the airspace effective below 18,000 feet MSL is shown.</i></p>	<div style="border: 1px solid blue; padding: 5px; margin-bottom: 10px;"> <p>P-56 OR R-6401 W-518 OR A-631</p> </div> <p>PROHIBITED, RESTRICTED ALERT OR WARNING AREA</p> <div style="border: 1px solid purple; padding: 5px; margin-bottom: 10px;"> <p>FALCON 1 MOA</p> </div> <p>MILITARY OPERATIONS AREA (MOA)</p>
<p>MILITARY TRAINING ROUTES (MTR)</p>	

AIRSPACE 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>MODE C (FAR 91.215)</p> <p><i>Appropriate notes as required may be shown.</i></p>	
<p>AIR DEFENSE IDENTIFICATION ZONE (ADIZ)</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>MISCELLANEOUS AIRSPACE AREAS</p> <p>Parachute Jumping Area</p> <p>Glider Operating Area</p> <p>Ultralight Activity</p> <p>Hang Glider Activity</p>	

NAVIGATIONAL AND PROCEDURAL INFORMATION	
<p>VFR CHECKPOINTS</p>	
<p>VFR WAYPOINTS</p> <p>Stand-Alone</p> <p>Collocated with VFR Checkpoint</p>	
<p>OBSTRUCTIONS</p> <p><i>Only those obstacles specified by the FAA shall be shown.</i></p> <p><i>Above Ground Level (AGL) heights are not shown.</i></p>	
<p>NAVIGATIONAL DATA</p>	

CULTURE	
RAILROADS Single and Multiple Tracks	
ROADS Dual Lane 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	