LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Helicopter Alighting Areas
Negative Symbols used to identify Copter Procedures landing point.
Runway Threshold elevation………………THRE 123
Runway TDZ elevation…………………TDZE 123
Runway Slope…………………………0.8% UP
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.
U.S. Navy Optical Landing System (OLS)* OLS location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.
True/magnetic North orientation may vary from diagram to diagram.
Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FIP. (Foreign Only)

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional bi-directional Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES
Hot Spot
Runway Holding Position Markings
Buildings
24-Hour Self-Serve Fuel
Tanks
Obstructions
Airport Beacon
Runway
Radar Reflectors
Control Tower#

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.
Runway length depicted is the physical length of the runway (end-to-end), including displaced thresholds if any but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

Runway Weight Bearing Capacity or PCN Pavement Classification Number is shown as a codified expression.
Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 32D-325

Runway Slope 0.7% UP
Runway Dimensions 9000 X 200
Runway Heading (Magnetic) 2N
Runway Identification
Displaced Threshold 023.2°

SCOPE
Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/airway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

SE, 1 FEB 2018 to 29 MAR 2018