H-13

PANELS ABCD 1" = 46 NM

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H-14

PANELS EFGH 1" = 51 NM

DOD
FLIGHT INFORMATION PUBLICATION
ENROUTE HIGH ALTITUDE EUROPE NORTH AFRICA AND MIDDLE EAST

All Geographic coordinates are compatible with the World Geodetic System (WGS-84)

LEGEND

AIRPORTS

Airports shown in BLUE have an appropriate (High and/or Low) approved DOD Instrument Approach Procedure and/or DOD Radar Minima published in FLIPs. Airports shown in BROWN do not have a DOD Instrument Approach Procedure or approved Radar Minima published in FLIPs. Airport Symbols may be offset for navigation aids.

- Military
- Civil
- Joint Military-Civil
- Heliport

Indicates Fixed-Wing SVFR — NO SVFR operations are prohibited.

Elevation in feet MSL

Automatic Terminal Information Service (ATIS) frequency (Star) indicates operation less than continuous.

No runway lighting

Runway lighting available. Asterisk (*) indicates Pilot Controlled Lighting (PCL). NOTE: Lighting not shown on High Altitude Enroute charts.

Length of longest runway including displaced thresholds.

indicates other than hard surface

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

NAVAIDS

(VHF/UHF Data is depicted in BLACK. LF/MF Data is depicted in BROWN.)

Compass Rose with Magnetic North indicator

Compass Rose and Magnetic North indicator - VHF/UHF NAVAIDS oriented to assigned/True Magnetic North (when known) or to Magnetic North (when assigned/True is unknown). All LF/MF NAVAIDS oriented to Magnetic North.

VORTAC VOR VOR/DME TACAN

LF/MF NDB or Marine Radio Beacon

UHF NDB

NDB/DME

Remote Communications Outlet (RCO) — Frequency and Call Sign (Remote Site Name)

RCO Facility Name

DATA BOXES FOR RADIO AIDS TO NAVIGATION

(VHF/UHF Data is depicted in BLACK. LF/MF Data is depicted in BROWN.)

123.6-122.6M (*) (VA)(CLL)

FRANK 1000.0 MHZ DME 108.0 MHZ (CDV) 000 NM (CDV)

Frequency protected effective range in nautical miles (NM) for navigation fixes at FL. Figure represents the lowest of known restriction values.

* Indicates operation is less than continuous.

Underline indicates no voice on this frequency. TACAN channels are without voice, but are not underlined.

Overprinted date indicates abnormal status.

Flight Service Station (FSS) Frequencies and Controlling Name. T-transmit only. R-receive only.

(T) indicates TACAN must be placed in "T" mode to receive distance information.

O indicates Enroute Supplement contains variations in frequency or operation data.

Coordinates are shown when the NAVAID is used to define an ATS route.

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ATS ROUTE DATA

VHF/UHF data is depicted in BLACK. LF/MF data is depicted in BROWN. (LF/MF data is depicted in BROWN.)

Route data for identical VHF/UHF and LF/MF route segments are shown in BLACK only.

- VHF/UHF ATS Route
- RNAV/GPS Route
- LF/MF ATS Route
- Advisory Route and Flight Information Service Special Limits

Advisory Route width is portrayed as 10 NM each side of airway centerline when the host country airway width exceeds 20 NM total width.

- Military IFR Route
- Substitute/Alternate Route Structure. See NOTAMs for facility outages.
- Direct Route
- V-Y-Z ATS Routes
- T-U-Y RNAV/GPS Route
- Advisory Routes
- Oceanic Routes
- One Direction Flight
- Conditional Routes
- Unusable Segment
- Facility Location used in formation of reporting points
- Radial outbound from a VHF/UHF NAVAID
- Bearing inbound to a LF/MF NAVAID
- Unusable Radial or Bearing
- Total Mileage between NAVAIDs and/or Compulsory Reporting Points
- Mileage between other Reporting Points, NAVAIDs, and/or Mileage Breakdown
- Denotes DME fix (distance same as ATS Route mileage)
- DME Required Line and Mileage
- Mileage Breakdown or Computer Nav Fix (CNF) (no ATC function)
- VHF/UHF Changeover Point giving mileage to NAVAIDs. (Not shown on mid-point locations)

FLIGHT ALTITUDE AND DIRECTION

Cruising altitudes are shown in thousands of feet MSL when flying within the airway centerline, when separate the cruising altitude is shown.

(A-B-Y-Z-A-B-Y-Z-H-Y-H airways)

A+ for one-way or two-way routes refers to FL30, FL70,..., 210, 230, 250, 270, 290, 330, 370, 410 in the opposite direction.

B+ on one-way routes refers to FL40, 60, 80,..., 200, 220, 240, 260, 280, 310, 350, etc.

MAX-00000 Vertical Limits of Control Maximum Authorized Altitude (MAA)

00000 Minimum Flight Altitude (MFA) (Minimum in DOD Charts only)

#00000 Minimum Flight Altitude (MFA) (# indicates MFA derived by NGA)

Minimum Reception Altitude (MRA)

Minimum Crossing Altitude (MCA)

REPORTING POINTS

Compulsory / Non-compulsory

RNAV/GPS WAYPOINTS Compulsory / Non-compulsory

Fly Over Vigil / Fly By Vigil

Fly Over Vigil / Fly By Vigil

Parenthesis indicate Mandatory Fly Over (MFO) or NGA derived name

Off-set arrows indicate facility formating a reporting point (Off-set VHF, every other VOR, etc.)

Non-compulsory reporting indicator. No radial indicated at next compulsory reporting point.

AIRSPACE INFORMATION

Controlled airspace (includes controlled airspace (includes CTA/UTA/TARA)

Shaded areas (brown), other than LF/MF ATS Route ribbon, indicates uncontrolled airspace.

Type of Air Traffic Service

ICAO Identifier

Airspace Classification

Vertical limits of control

TCA/ARTCA

ACC Voice call and frequency

BOUNDARIES

- Air Defense Identification Zone (ADIZ) Identification Zone
- Flight Information Region (FIR)
- FIR Sector
- Upper Flight Information Region (UIR)
- UIR Sector
- Combined FIR/UIR
- Control Zone (CTZ), Special Rules Zone (SRZ)
- Control Area (CTA), Special Rules Area (SRA), Upper Control Area (UCA)
- CTA/TCA Sector, Upper Control Area (UTA)
- ARTCC, ACC
- Advisory Area
- Non-Free Flying Area (multi point in area defined by local international boundary)
- Buffer Zone
- Special Use French Peripheral Classification Line
- Radar Area Boundary
- De Facto Boundary

International Boundary (symbol when it conflicts with area boundary, boundary between two or more categories. Disclaimer applies to all other boundaries.)

Areas of Enlargement / Chart Series Overlap Data is incomplete.

See Area Co. Terminal Area Charts, Enroute Supplement for complete details.

Chart Overlap Area

Official Time Zone

MISCELLANEOUS

Off Route Terrain Clearance Altitude (ORTCA)

Isogonic line and value

Holding Pattern (Standard)

COORDINATES ARE TO TENTH OF A MINUTE WHEN AVAILABLE.

DISTANCES ARE NAUTICAL.

RADIALS AREE BEARINGS ARE MAGNETIC.

"T" INDICATES TRUE BEARING FOR RNAV OPERATIONS.

ALTITUDES ARE MSL UNLESS OTHERWISE INDICATED.

TIME IS COORDINATED UNIVERSAL TIME (UTC).

+ STANDARD PRECISION OF DAYLIGHT SAVINGS TIME (DST) EFFECTIVE HOURS WILL BE ONE HOUR EARLIER THAN STANDARD.

SPECIAL USE AIRSPACE

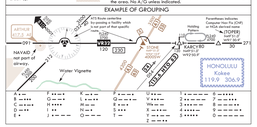
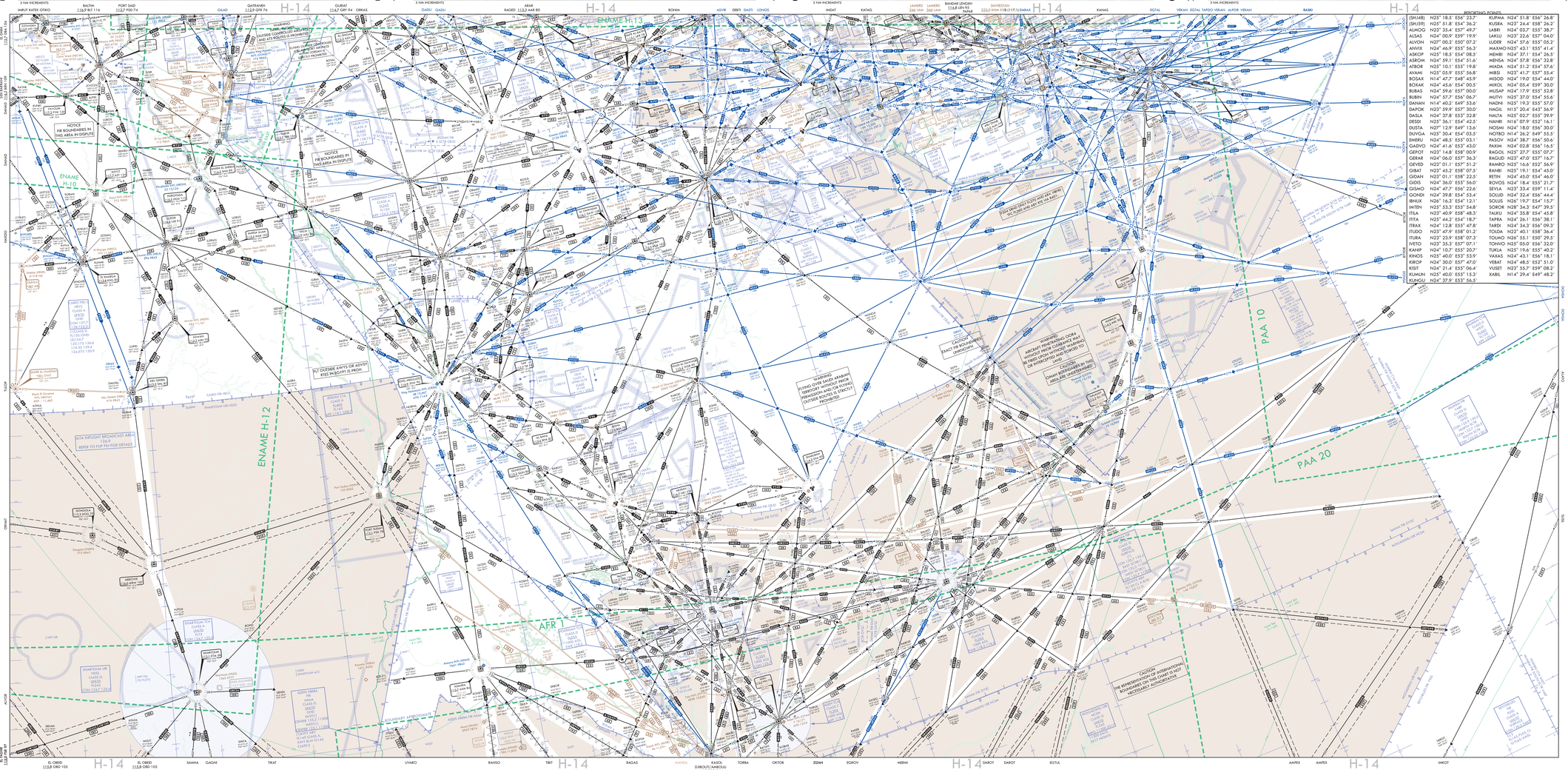
SPECIAL USE AIRSPACE DATA INCLUDES:

1) Nationality Letters and Area Identification. If a country has not been assigned a complete airspace designator, the missing elements enclosed in parentheses have been added by NGA.

2) Effective Altitude when other than unlimited.

3) Operating Times. When continuous, no time is shown. DAYS-SR-SS NIGHTS-SS-SR

4) Weather conditions during which the area is in operation. When continuous, no weather is shown. VMC: Used only during VMC. IMC: Used only during IMC.

5) Voice call-sign of the Controlling Agency A/G for clearance through or avoidance. No A/G actions authorized.

EXAMPLE OF GROUPING