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H-9 PANELS ABCD 1° = 26 NM

H-10 PANELS EFGH 1° = 30 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 (VFR → NO SVFR) operations are prohibited

Elevation in feet MSL

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

Home (ICAO) 113.7 (ABC) ▸ 335.4 (DEF) ▸

Home (ICAO) 313 ▸

No runway lights

Runway lighting available. Asterisk indicates lighting on request. Omit 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 Arrow

Compass Rose and Magnetic North indicator. VHF/UHF NAVAIDS oriented to assigned/store Magnetic North (when known) or to Magnetic North at the station (when unknown). All LF/MF NAVAIDS oriented to Magnetic North.

VORTAC · VOR · VOR/DME · TACAN

LF/MF NDB or Marine Radio Beacon

UHF NDB

NDB/Grid

Remote Communications Outlet (RCO) 122.3 Remoting channel

RCO Facility Name

DATA BOXES FOR RADIO AIDS TO NAVIGATION

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

* Indicates operation is less than continuous.

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

Frequency protected effective range in nautical miles; latitude in thousands of feet or FL. Figure represents the lowest of known restriction values.

123.6 122.65* (123.1) HONOLULU

NAME

(200.0 NAME DEV)

(200) (40) DH ▸

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.

† Indicates Ensure Supplement contains variations in frequency protection data.

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

Overprinted data indicates abnormal status.

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ATS ROUTE DATA

VHF/UHF data is depicted in BLACK. RNAV/GPS data is depicted in BLUE. 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 Route Corridor lateral limits.

Advisory Route width is portrayed as 10 NM each side of air-way centerline, unless a different value is unknown or exceeds 20 NM total width.

- Military IFR Route
- Substitute/Alternate Route Structure. See NOTAMs for facility outages.
- ▸010N/932E◂030▸ Direct Route
- A123 ATS Routes (J123)
- T213 RNAV/GPS Route
- (A) Advisory Routes (UB14)
- A500 Oceanic Routes (A500)
- ◂A14▸ One Direction Flight (L613)
- Conditional Routes
- Unusable Segment
- 120.2 NME 80 Facility (centre) used in formation of reporting points
- 000 Radial outbound from a VHF/UHF NAVAID
- 000 Bearing inbound to a LF/MF NAVAID
- (000) Unusable Radial or Bearing
- 00 Total Mileage between NAVAIDs and/or Compulsory Reporting Points
- 00 Mileage between other Reporting Points, NAVAIDs and/or Mileage Breakdown
- Denotes DME fix (distance same as ATS Route mileage)
- DME Radial Line and Mileage
- Mileage Breakdown or Reporting Point only (DME) (no ATC function)
- VHF/UHF Changeover Point giving mileage to NAVAIDs, (midpoint or mid-point locations)

FLIGHT ALTITUDE AND DIRECTION

Cruising levels that apply within the airway vertical limits (Minimum Flight Altitude, Maximum Authorized Altitude (MAA), Minimum Flight Altitude (MFA) (Applies to DOD Charts only), Minimum Flight Altitude (MFA) (If Indicates MFA derived by NOA), MEA or Vertical Limit of Controlled Airspace (other than NAVAID), Minimum Reception Altitude (MRA), Minimum Crossing Altitude (MCA))

- A - for one-way or two-way routes refers to FL30, 50, 70, 90, 110, 130, 150, 170, 190, 210, 230, 250, 270, 290, 310, 330, 350, 370, etc (8 levels apart in the opposite direction)
- B - for one-way routes refers to FL45, 65, 85, 105, 125, 145, 165, 185, 205, 225, 245, 265, 285, 305, 325, 345, 365, 385, 310, 360, etc.
- 5000 / 10000 Vertical Limits of Control
- MAA-00000 Maximum Authorized Altitude (MAA)
- 00000 Minimum Flight Altitude (MFA) (Applies to DOD Charts only)
- #00000 Minimum Flight Altitude (MFA) (If Indicates MFA derived by NOA)
- MEA or Vertical Limit of Controlled Airspace (other than NAVAID)
- Minimum Reception Altitude (MRA)
- Minimum Crossing Altitude (MCA)

REPORTING POINTS

- Compulsory
- Non-compulsory
- RNAV/GPS WAYPOINTS
- Compulsory
- Fly Over Wpt
- Fly By Wpt
- Non-Compulsory
- Fly Over Wpt
- Fly By Wpt
- Computer Navigation Fix (CNF)
- Computer Nav Fix (CNF) or NDA derived name
- Off-set arrows indicate facility forming a reporting point/compulsory FMC entry from VHF/UHF
- ◂40▸ 50 Non-compulsory reporting indicator- No report required at next compulsory reporting point

AIRSPACE INFORMATION

Open area (white) indicates Class G airspace (includes CTA/UTA/TMA).

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

- Type of Air Traffic Service
- ICAO Identifier
- Airspace Classification
- Vertical limits
- Name
- Type of control

HONOLULU Radar 119.9 306.9

TCA/MTCA

A/G Voice call and frequency

SPECIAL USE AIRSPACE

Type (23) ① AREA 123 ② MON-FRI 0600-1800 ③ VMC ④ ARSA (CON) ⑤

- A = Published
- P = Prohibited
- R = Restricted
- D = Danger
- A = Alert
- W = Warning
- TRA = Temporary Reserved Airspace
- TSA = Temporary Segregated Area

Indicates complete information (obtaining Name, Number, Terminal Area Charts or Blow-Up)

INSTANT OPERATIONS (NOTAM)

MON-FRI 0600-1800 VMC

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. HOURS=1S-5E MONTHS=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 the area. No A/G unless indicated.

EXAMPLE OF GROUPING

ARTUK 1A 1B 1C 1D (all advised)

HAYMOO 1A 1B 1C 1D (all advised)

Water Vignette

A Boldface Arrowhead with Dot indicates a Compulsory Reporting Point

Boldface Arrowhead indicates a Non-Compulsory Reporting Point

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Holding Pattern (Standard)

Holding Pattern (Non-Standard)

HONOLULU Tower 119.9 306.9

MISCELLANEOUS

- Off Route Terrain Clearance Altitude (ORTCA)
- Isogonic line and value
- Holding Pattern (Standards)

COORDINATES ARE EXPRESSED IN TENTHS OF A MINUTE WHERE AVAILABLE.

BEARINGS ARE MAGNETIC.

RADIALS AND BEARINGS ARE MAGNETIC.

"T" INDICATES TRUE BEARINGS FOR RNAV ROUTES.

TIMES ARE GIVEN IN HRS. UNLESS OTHERWISE INDICATED.

TIME IS COORDINATED UNIVERSAL TIME (UTC).

+ = DURING PERIODS OF DAYLIGHT SAVING TIME, ADD ONE HOUR TO GIVEN TIMES. SEE ONE HOUR EARLIER FROM NATIONAL.

Official Time Zone

BOUNDARIES

- Air Defense Identification Zone (ADIZ) or German Identification Zone
- Flight Information Region (FIR)
- FIR Sector
- Upper Information Region (UIR)
- UIR Sector
- Combined FIR/UIR
- Control Zone (CTA), Control Area Extension (CTAE), Control Area (CTA), Control Rules Area (CRA), and Oceanic Control Areas (OCA)
- CTA/TCA Sector, Upper Control Area (UTA)
- ARTCC, ACC
- Advisory Area
- Non-Fee Flying Area (Does not define National Boundaries)
- Radar Service Area (Does not define National Boundaries)
- Radar Area Boundary
- Air Force Boundary

International Boundary

Boundaries are generalized and may not be depicted with absolute accuracy or to relative congruence. Disclaimer: Boundaries are not to be considered authoritative.

Area of Enlargement / Chart Series Overlap Data is Incomplete.

See Blow-Up, Terminal Area Charts, Instrument Approach Charts for complete data.

SPECIAL USE AIRSPACE

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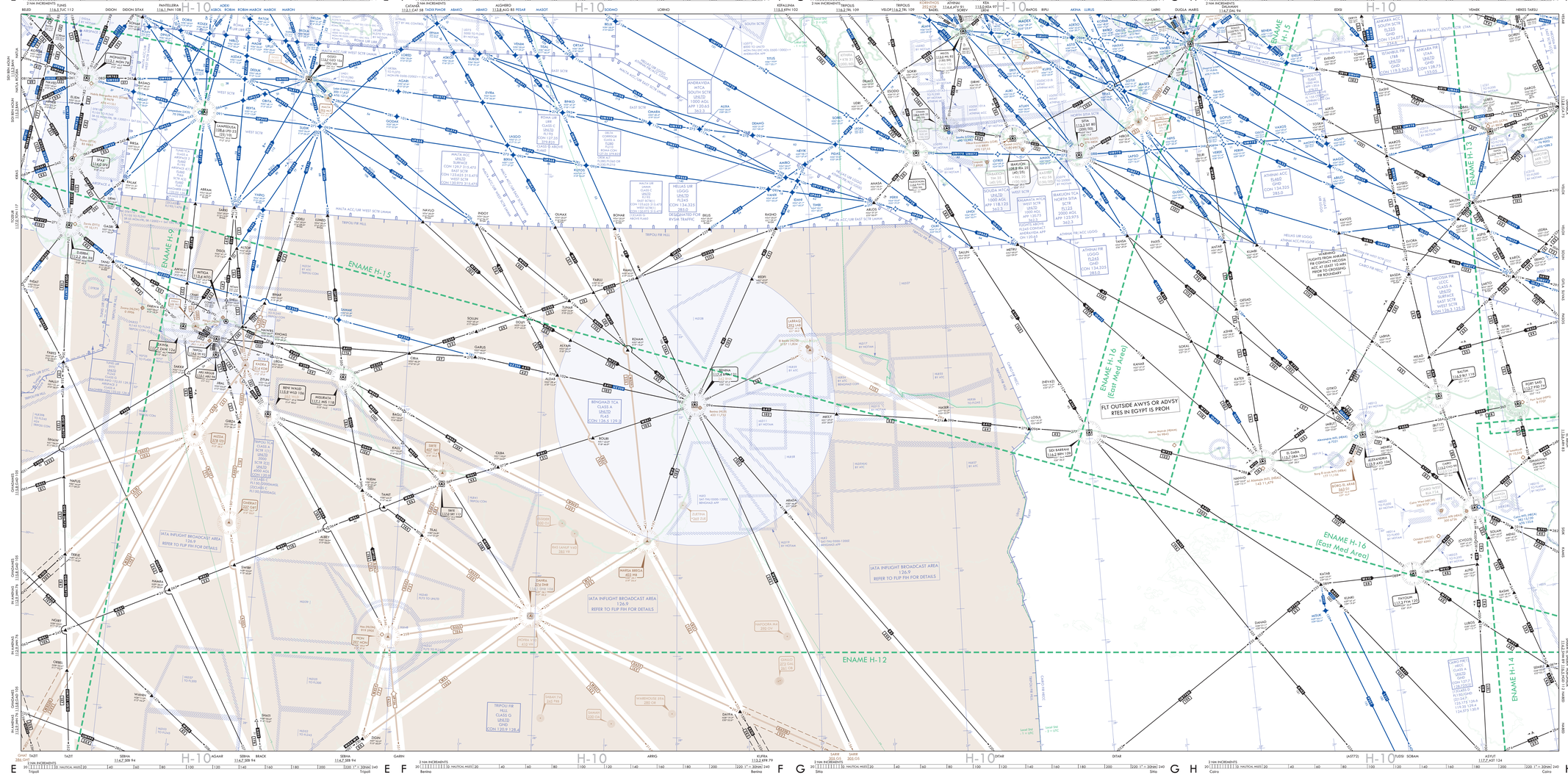
Holding Pattern (Standard)

Holding Pattern (Non-Standard)

HONOLULU Tower 119.9 306.9