H-7
PANELS ABCD
1" = 19 NM.

© Copyright 2006 by the United States Government.
No copyright claimed under Title 17 U.S.C.

H-8
PANELS EFGH
1" = 19 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 → IAO SVFR

Home (ICAO) 213° 5.8NM ∠ 435 • 109.2

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

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

Length of longest runway including displaced thresholds.

Home (ICAO) 213° 5.8NM

No runway lighting.

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/done Magnetic North (when known) or to Magnetic North (when assigned/done is unknown). LF/MF NAVAIDS oriented to Magnetic North.

VORTAC VOR VOR/DME TACAN

Remote Communications Outlet (RCO) — Frequency not available through RCO Facility Name

LF/MF NDB or Marine Radio Beacon

UHF NDB

NDB/DME

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/altitude in thousands of feet. Blank if not protected or lowest of known restriction values.

123.6 122.6* 122.1R (ATCO/SELCAL)

NAME 000Q (NAB) 000V (VOR) 40 (TACAN) 000Y (DME) 000U

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.

(T) indicates Enroute Supplement contains variations in frequency protection data.

Overprinted data indicates abnormal 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. BNAV/GPS data is depicted in BLUE. LF/MF data is depicted in BROWN.

Route data for identical VHF/UHF and BNAV/GPS segments are shown in BLACK only.

- VHF/UHF ATS Route
- BNAV/GPS Route
- LF/MF ATS Route
- Advisory Route and Non-Standard Route Corridor lateral limits.

Advisory Route width is portrayed as 10 NM each side of airway centerline. Non-Standard Route value is unknown or exceeds 20 NM total width.

- Military IFR Route Substitute/Alternate Route Structure. See NOTAMs for facility managers.
- Direct Route

A-593 ATS Routes B-215

RNAV-593 BNAV/GPS Routes

DR-593 Advisory Routes DR-215

R-215 Closure Routes A-215

A-215 One Direction Flight B-215

Conditional Routes

Unusable Segment

Facility Locators used in formation of reporting points

Radial outbound from a VHF/UHF NAVAID

Bearing inbound to a LF/MF NAVAID

000 Unusable Radial or Bearing

Total Mileage between NAVAIDs and/or Compulsory Reporting Points

Mileage between other Compulsory Reporting Points, NAVAIDs and/or Mileage Breakdown

Denotes DME fix (distance same as ATS Route mileage)

DME Radial Line and Mileage

Mileage Breakdown or Compulsory Non-Fly Over (CNFO) Reporting function

VHF/UHF Changeover Point giving mileage to NAVAIDs. (Not shown at mid-point locations)

FLIGHT ALTITUDE AND DIRECTION

Cruising levels that apply in the direction of flight, when opposite the cruising level direction.

(Cruising levels for opposite direction)

For one way or two way routes refers to FL30, 50, 70, ..., 210, 250, 290, 330, 370, 410, 450, 490, 530, etc. (IFR levels).

For one way routes refers to FL40, 60, 80, ..., 200, 230, 260, 290, 310, 350, etc.

Vertical Limits of Control Area.

MAA-00000 Maximum Authorized Altitude (MAA)

00000 Minimum Flight Altitude (MFA) (Applies to DOD Charts only)

Minimum Flight Altitude (MFA) (It indicates MFA derived by MGA)

MFA or Vertical Limit Minimum Altitude Buffer than NAVAIDs.

Minimum Reception Altitude (MRA)

Minimum Crossing Altitude (MCA)

BOUNDARIES

Air Defense Identification Zone (ADIZ) or Canadian Identification Zone

Flight Information Region (FIR)

FIR Sector

Upper Flight Information Region (UIR)

UIR Sector

Combined FIR/UIR

Control Zone (CTLZ), Special Rules Zone (SRZ)

Control Area (CTA), Terminal Control Areas (TRA), and Oceanic Control Areas (OCA)

CTA/TCA Sector, Upper Control Area (UTA)

ARTCC, ACC Advisory Area

Non-Free Flying Area (Military Training Area not defined boundary)

Netherlands Restricted Area

French Peripheral Classification Line

Radar Area Boundary

De Facto Boundary

International Boundary

Dashed boundary lines represent nonessential information to aid in orientation. Dashed boundary lines may be omitted when necessary to avoid clutter.

Area of Enlargement / Chart Series Overlap. Area incomplete. See Box On Front Chart, or overlapping charts for complete details.

Chart Overlap Area

Official Time Zone

REPORTING POINTS

Compulsory

Non-compulsory

BNAV/GPS WAYPOINTS

Compulsory

Fly Over Wpt

Fly By Wpt

Non-Compulsory

Fly Over Wpt

Fly By Wpt

Parenthesis indicates Computer Navigation Fix (CNF) or NGA derived name

(MACS) Mandatory Aircraft Control Service facility-forming a reporting point (inward) LF/MF, every hour VHF/UHF.

NO RPT

Non-compulsory reporting position. No report required at most compulsory reporting points.

AIRSPACE INFORMATION

Open area (white) indicates controlled airspace (includes Class A, B, C, D).

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

Type of Air Traffic Service

ICAO Identifier

Airspace Classification

Vertical limits

Call control

TCA/MTCA

A/G Voice call frequency

MISCELLANEOUS

Off Route Terrain Clearance Indicator (Minimum)

Magnetic line and value

Holding Pattern (Standard)

COORDINATES ARE TO TENTH OF A MINUTE WHERE AVAILABLE.

BEARINGS ARE MAGNETIC.

"D" INDICATES TRUE BEARING FOR BNAV ROUTES.

ALTITUDES ARE MSL UNLESS OTHERWISE NOTED.

TIME IS COORDINATED UNIVERSAL TIME (UTC).

CITIZENS PRINCIPLE OF DAYLIGHT SAVINGS TIME DID OPERATE FOR MORE THAN ONE HOUR EARLIER THAN

SPECIAL USE AIRSPACE

R UPP 123.1 ①
TO 18000 MSL
NO FLYING DAILY 1000 - 1200 Z
MAY BE CROSSED AREA CON - ②

Indicates complete information is available on front panel. Terminal Area Charts (TACs) are not shown.

SPECIAL USE AIRSPACE DATA INCLUDES:

1. Nationality Letters and Area Identification. If a country has not been assigned a nationality letter, the ICAO assigned letter elements, enclosed in parentheses have been added by NGA.
2. Effective Altitude when other than unlimited.
3. Controlling Times. When continuous, no time is shown. GA-TS1-UF-LS. MON-FRI-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 entries indicated.

EXAMPLE OF GROUPING

ARTUR 201

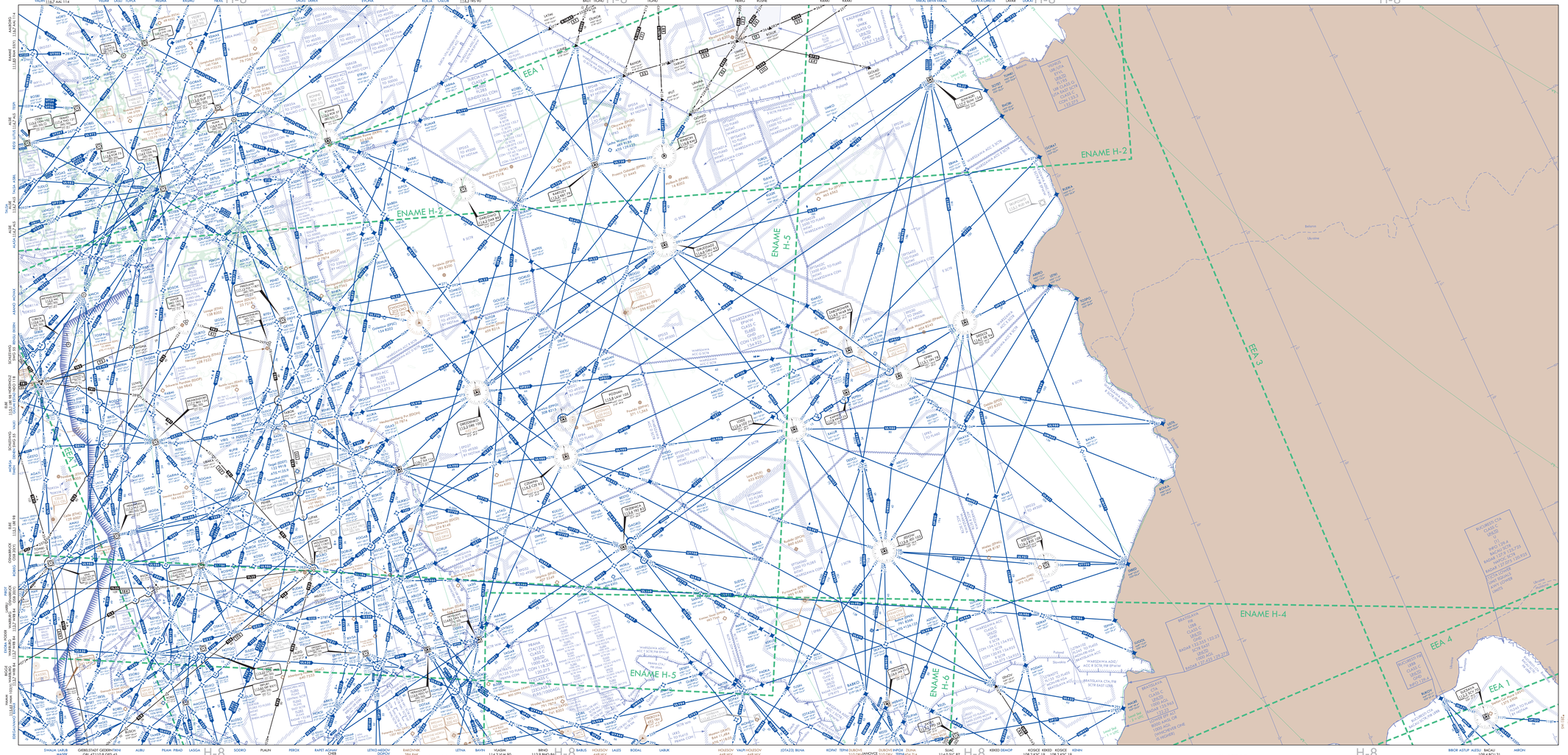
NAVAID not part of airway.

Water Vignette

TCS Bank Angle Indicator. Grouping is Radius, Limit part of that specific airway.

Holding Pattern

Transitions indicates Computer Navigation Fix (CNF) or NGA derived name (NGA).

HONOLULU Kalaoa 119.9 306.9

A — Y
B — Z
C — 1
D — 2
E — 3
F — 4
G — 5
H — 6
I — 7
J — 8
K — 9
L — 0
M — A
N — B
O — C
P — D
Q — E
R — F
S — G
T — H
U — I
V — J
W — K
X — L
Y — M
Z — N
1 — O
2 — P
3 — Q
4 — R
5 — S
6 — T
7 — U
8 — V
9 — W
0 — X