H-5
PANELS
ARCTIC
1" = 20 NM

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H-6
PANELS
FOUR
1" = 17 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 FLIP. Airports shown in BROWN do not have an approved DOD approach procedure or approved Radar Minima published in FLIP.

- Military
- Civil
- Joint Military-Civil
- Heliport

Indicates Fixed-Wing Diffs — NO DIFF operations are prohibited

Elevation in Feet MSL

Automatic Terminal Information Service (ATIS) frequency (Exc: Military operation less than continuous)

Heavy SCALE Runway

No runway lighting

Indicates other than hard surface

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

Compass Rose and Magnetic Heading Indicator

Complete Rose and Heading Indicator. VHF/UHF NAVAIDS oriented to assigned/class bearings. VOR/TACAN NAVAIDS oriented to North (assigned bearing is unknown). All LF/MF NAVAIDS oriented to magnetic North.

VOR TACAN VOR/DME VOR/TAC

LF/MF NDB or Marine Radio Beacon

UHF NDB

NDB(Dme)

Remote Communications Outlet (RCO)

Voice call sign

Remote Facility (Remote)

NAVAIDS

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

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.

Identification — no voice on this frequency. TACAN channels are in italics, but are not underlined.

Frequency protected effective in range in nautical miles/Altitude in thousands of feet or FL. Figure represents the lowest of several controller values.

1334 / 13.9 F
ICAO Ident
VOR/DME
Name
Vertical Limits of Controlled Airspace
Class of Emission
Channel
Frequency

Remote Communications Outlet (RCO)

Voice call sign

Remote Facility (Remote)

Class of Emission

Frequency

Frequency Protected

Name

Vertical Limits of Controlled Airspace

Overprinted data indicates abnormal status.

Indicates TACAN must be placed in "Y" mode to receive distance information.

Indicates Groups Supplement contains variations in frequency assignments.

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, RNAV/GPS data is depicted in BLUE, LF/MF data is depicted in BROWN.

Route data for identical VHF/UHF and RNAV/GPS routes are shown in BLACK only.

- VHF/UHF ATS Route
- RNAV/GPS Route
- LF/MF ATS Route
- Advisory Route and Flight Information Service (FIS) boundaries.

Advisory Route width is communicated by ATC. Normally, aircraft operate within the first country where the first country name is referenced in message text.

- Military FIR Route
- Subsonic/Intermediate Altitude Military ATS Route
- MCTAR Route for Tactfly (octagon)
- Direct Route
- ATS Routes: A474
- RNAV/GPS Routes: T-Route
- Advisory Routes: A474
- Oceanic Routes: L474
- Tailored Oceanic Track: L474
- Conditional Routes
- Unavailable Segment
- Facility Location and reporting point
- Position outbound from a VOR/LF/MF NAVAID
- Bearing inbound to a VOR/LF/MF NAVAID
- Minimum Reception Altitude (MRA)
- Minimum Crossing Altitude (MCA)
- Mileage Breakdown or Compass Fix (CFP) (ex ATC function)
- Unidirectional Tailored Track
- Mileage Breakdown or Compass Fix (CFP) (ex ATC function)
- Unidirectional Tailored Track

FLIGHT ALTITUDE AND DIRECTION

- Cruising Altitudes (Arrows point to the direction the level applies)
- Flight Level (FL) (Pressure altitude in hundreds of feet)
- Minimum Flight Altitude (MEA, MOCA, etc.)
- Maximum Authorized Altitude (MAA)
- Minimum Obstacle Clearance Altitude (MCA) (Applies to FIXED Charts only)
- Minimum Flight Altitude (MEA, MOCA, etc.) derived by NOAA)
- MEA or Vertical Data Change made at other than fix
- Minimum Reception Altitude (MRA)
- Minimum Crossing Altitude (MCA)

REPORTING POINTS

- Compulsory
- Non-compulsory
- RNAV/GPS Waypoint(WAYPT)
- Fly-Over Point
- Fly-By Point
- Non-Compulsory Fly-Over Point
- Fly-By Way Point
- Computer Navigation Fix (CNF)
- Terminal Waypoint (TWYPT)
- Off-set distance/altitude, facility forming a reporting point (Offset Information from FIX/NAVAID)
- Heavy Weight Limit
- No report required at non-compulsory reporting point.

BOUNDARIES

- Air Defense Identification Zone (ADIZ) or Canadian Identification Zone
- Flight Information Region (FIR)
- Upper FIR
- Upper Information Region (UIR)
- UIR Sector
- Combined FIR/UIR
- Control Zone (CTZ), Special Rules Zone (SRZ)
- Terminal Control Area, Special Rules Area (SRA), and Oceanic Control Area (OCA) and CTA/TCA Sectors
- Upper Control Area (UTA)
- ARTCC, ACC
- Terminal Control Area/Terminal Radar Service Area (TRSA)
- Radar Service Area (RSA)
- Radar Area Boundary
- Air Force Boundary
- International Boundary
- Limit of Oceanic Airspace
- Area of Delegation / Short Series Overlap (Area is incomplete, see Publication Note, or missing data)
- Chart Overlap Area
- Offshore Time Zone

AIRSPACE INFORMATION

Upper-area (ARSA) Indicates Controlled Airspace (Includes CTA/CTA/SRA)

Shaded area (Arrow), other than ARSA, Indicates Controlled or uncontrolled airspace

Type of Air Traffic Service

ICAO Identifier

Airspace Classification

Vertical limits of control

FIR/UIR/CTA

ALT/FLIGHT LEVEL

MISCELLANEOUS

- Off Route Terrain Clearance Altitude (ORTCA)
- Holding Pattern (Standard)

ARROW INDICATES DIRECTION OF TURN

RADIALS AND BEARINGS ARE MAGNETIC

"F" INDICATES "BUT REMAINS FOR RNAV EQUIPPED"

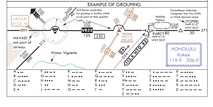
ALL DISTANCES ARE UNLIMITED UNLESS INDICATED.

ALL ALTITUDES ARE CONSIDERED APPROXIMATE. THEY ARE:

- FLIGHTS PERFORMED BY AIRCRAFT EQUIPPED WITH ADVANCED FLIGHT MANAGEMENT SYSTEMS

SPECIAL USE AIRSPACE

SPECIAL USE AIRSPACE DATA INCLUDES:

1. Nationality Letters and Area Identification. If a country has not been assigned nationality letters, the name of the country is 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 OF USE
   - NIGHTS OF USE
4. Controlling Agency. When activity is in operation. When continuous, no indication. "HJ" - Used only during HJC. "Used only during HNC.
5. Call Sign. Name of Controlling Agency A/G for clearance through the press. N.A.S. unless indicated.

EXAMPLE OF GROUPING