

Airman Knowledge Testing Supplement for Commercial Pilot

2018

U.S. Department of Transportation
FEDERAL AVIATION ADMINISTRATION
Flight Standards Service

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SECTIONAL AERONAUTICAL CHART SCALE 1:500,000			
<p>LEGEND Airports having control towers are shown in blue, all others in magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.</p> <p>AIRPORTS</p> <ul style="list-style-type: none"> Other than hard-surfaced runways Hard-surfaced runways 1500 ft. to 8069 ft. in length Hard-surfaced runways greater than 8069 ft., or same multiple runways less than 8069 ft. Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location. <p>All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.</p> <p>ADDITIONAL AIRPORT INFORMATION</p> <ul style="list-style-type: none"> Restricted or Private - Golf surfaced runway, or hard surfaced runway less than 1500 ft. in length. Use only in emergency, or by specific authorization. Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information, consult DOD FLIP. Heliport Selected Abandoned-paved, having landmark value, 3000 ft. or greater Unverified Ultralight Flight Park Selected Rotating airport beacon in operation Sunset to Sunrise <p>Services-fuel available and field attended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time. Consult Chart Supplement for service availability at airports with hard-surfaced runways greater than 8069 ft.)</p>	<p>AIRPORT DATA</p> <p>Box indicators FAR 93 Special Air Traffic Rules & Airport Traffic Patterns</p> <p>NO SVFR</p> <p>FSS</p> <p>Location identifier FAR 91</p> <p>[NAME] (NAM) (PNAM)</p> <p>CT - 118.3 * ATIS 123.8</p> <p>ICAO Location indicator showing outside contiguous U.S.</p> <p>UNICOM</p> <p>VFR Advise 125.0</p> <p>RP 23, 34</p> <p>AOE</p> <p>Airport of Entry</p> <p>FSS - Flight Service Station</p> <p>NO SVFR - Fixed wing special VFR flight is prohibited.</p> <p>CT - 118.3 - Control Tower (CT) primary frequency</p> <p>* - Star indicates operation part-time (see lower frequencies tabulation for hours of operation)</p> <p>ATIS - Indicates Common Traffic Advisory Frequencies (CTAF)</p> <p>ATIS 123.8 - Automated Terminal Information Service</p> <p>ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS is not available).</p> <p>Some ASOS/AWOS facilities may not be located at airports.</p> <p>UNICOM - Aeronautical advisory station</p> <p>VFR Advisory - VFR Advisory Services shown where full-time ATIS not available and frequency is other than primary CT frequency.</p> <p>285 - Elevation in feet</p> <p>L - Lighting in operation sunset to sunrise</p> <p>*L - Lighting limitations exist, refer to Airport/Facility Directory.</p> <p>72 - Length of longest runway in hundreds of feet; usable length may be less.</p> <p>When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.</p>	<p>AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION</p> <p>Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.</p> <p>Class B Airspace</p> <p>Class C Airspace (mode C See FAR 91.215(AIM))</p> <p>Class D Airspace</p> <p>Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace.</p> <p>Class E Airspace with floor 700 ft. or greater above surface that abuts Class G Airspace.</p> <p>2400 MSL</p> <p>4500 MSL</p> <p>Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.</p> <p>Class E Airspace low altitude Federal Airways are indicated by dashed line. Airways are indicated by dashed line towards facilities which establish intersection.</p> <p>132° V 69</p> <p>Total mileage 169</p> <p>Class E Airspace by altitude RNAV routes are indicated by center line.</p> <p>T319 (helicopter only) RNAV waypoint</p>	<p>TOPOGRAPHIC INFORMATION</p> <p>Roads & Road Markers</p> <p>Railroad</p> <p>Power Transmission Lines</p> <p>Aerial Cable</p> <p>Landmark Feature - stadium, factory, school, golf course, etc.</p> <p>Outdoor Theater</p> <p>Lookout Tower</p> <p>618 (Elevation Base of Tower)</p> <p>CG Coast Guard Station</p> <p>Race Track</p> <p>Tank-water, oil or gas</p> <p>Oil Well</p> <p>Water Well</p> <p>Mine or Quarry</p> <p>Mountain Pass</p> <p>11823 (Elevation of Pass)</p> <p>(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous light conditions may exist within and near mountain passes).</p> <p>Perennial Lake</p> <p>Non-Perennial Lake</p> <p>Dams</p> <p>Bridges and Viaducts</p>
<p>RADIO AIDS TO NAVIGATION</p> <p>VHF OMNI RANGE (VOR)</p> <p>VORTAC</p> <p>VOR-DME</p> <p>Non-Directional Radiobeacon (NDB)</p> <p>NDB-DME</p> <p>Other facilities, i.e., FSS Outlet, ROC, etc.</p>	<p>COMMUNICATION BOXES</p> <p>122.1R 122.6 123.6</p> <p>382 * OAKDALE OAK</p> <p>122.1R 122.6 123.6</p> <p>CHICAGO CHI</p> <p>Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.</p> <p>Certain FSSs provide Airport Advisory Service, see Chart Supplement.</p> <p>R - Receive Only.</p> <p>Frequencies above thin line box are retransmitted by NAVD sites. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Chart Supplement for complete information.</p> <p>MIAMI</p> <p>FSS radio providing voice communication</p>	<p>OBSTRUCTIONS</p> <p>1000 ft. and higher AGL</p> <p>below 1000 ft. AGL</p> <p>Group Obstruction</p> <p>Obstruction with high-intensity lights</p> <p>May operate part-time</p> <p>Elevation of the top above mean sea level</p> <p>2049</p> <p>Height above ground (1149) - Under construction or reported; position and elevation unverified.</p> <p>UC - reported; position and elevation unverified.</p> <p>NOTICE: Guy wires may extend outward from structures.</p>	<p>MISCELLANEOUS</p> <p>-1° E - Isogonic Line (2010 VALUE)</p> <p>Ultralight Activity</p> <p>Hang Glider Activity</p> <p>Glider Operations</p> <p>Unmanned Aircraft Activity</p> <p>Parachute Jumping Area (See Chart Supplement)</p> <p>Marine Light</p> <p>NAME (VPXYZ)</p> <p>VFR Waypoints (See Chart Supplement for latitude/longitude).</p>

Legend 1. Sectional Aeronautical Chart.

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AIRPORT/FACILITY DIRECTORY LEGEND

SAMPLE

1
CITY NAME

2
AIRPORT NAME (ALTERNATE NAME)

3
(LTS)(KLTS)

4
CIV/MIL

5
3 N

6
UTC-6(-5DT)

7
N34°41.93' W99°20.20'

8
JACKSONVILLE
COPTER
H-4G, L-19C
IAP, DIAP, AD

11
200 B

12
TPA-1000(800)

13
AOE

14
LRA

15
Class IV, ARFF Index A

16
NOTAM FILE ORL

17
Not insp.

18 → RWY 18-36: H12004X200 (ASPH-CONC-GRVD)
S-90, D-160, 2D-300 PCN 80 R/B/W/T HIRL CL
RWY 18: RLLS. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36'.
RVR-TMR. Thld dspcd 300'. Trees. Rgt tfc. 0.3% up.
RWY 36: ALSF1. 0.4% down.
RWY 09-27: H6000X150 (ASPH) MIRL
RWY 173-353: H3515X150 (ASPH-PFC) AUW PCN 59 F/A/W/T

19 → LAND AND HOLD-SHORT OPERATIONS

LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
RWY 18	09-27	6500
RWY 36	09-27	5400

20 → RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-12004 TODA-12004 ASDA-11704 LDA-11504
RWY 36: TORA-12004 TODA-12004 ASDA-12004 LDA-11704

21 → ARRESTING GEAR/SYSTEM

RWY 18 HOOK E5 (65' OVRN) BAK-14 BAK-12B (1650')
BAK-14 BAK-12B (1087') HOOK E5 (74' OVRN) RWY 36

22 → SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT ACTIVATE MALSR Rwy 29, REIL Rwy 11, VASI Rwy 11, HIRL Rwy 11-29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17-35-CTAF. MILITARY-A-GEAR E-5 connected on dep end, disconnected on apch end.
JASU 3(AM32A-60) 2(A/M32A-86) FUEL J8(Mil)(NC-100, A)
FLUID W SP PRESAIR LOX OIL O-128 MAINT S1 Mon-Fri 1000-2200Z±
TRAN ALERT Avbl 1300-0200Z± svc limited weekends.

23 → AIRPORT REMARKS: Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200-0300Z±. Parachute Jumping. Deer invof arpt. Heavy jumbo jet training surface to 9000'. Twy A clsd indef. Flight Notification Service (ADCUS) avbl.

24 → MILITARY REMARKS: ANG PPR/Official Business Only. Base OPS DSN 638-4390, C503-335-4222. Ctc Base OPS 15 minutes prior to ldg and after dep. Limited tran parking.

25 → AIRPORT MANAGER: (580) 481-5739

26 → WEATHER DATA SOURCES: AWOS-1 120.3 (202) 426-8000. LAWRS.

27 → COMMUNICATIONS: SFA CTAF 122.8 UNICOM 122.95 ATIS 127.25 273.5 (202) 426-8003 PTD 372.2
NAME FSS (ORL) on arpt. 123.65 122.65 122.2
NAME RCO 112.2T 112.1R (NAME RADIO)
NAME APP/DEP CON 128.35 257.725 (1200-0400Z±)
TOWER 119.65 255.6 (1200-0400Z±) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55
CPDLC D-HZWXR, D-TAXI, DCL (LOGON KMEM)
NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5

28 → AIRSPACE: CLASS B See VFR Terminal Area Chart.

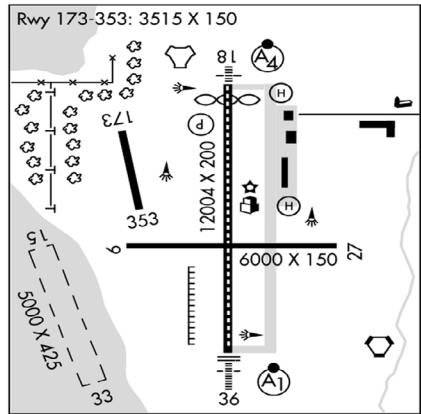
29 → VOR TEST FACILITY (VOT): 116.7

30 → RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. VHF/DF ctc FSS.
(H) VORTAC 112.2 MCO Chan 59 N28°32.55' W81°20.12' at fld. 1110/8E.
(H) TACAN Chan 29 CBU (109.2) N28°32.65' W81°21.12' at fld. 1115/8E.
HERNY NDB (LOM) 221 OR N28°37.40' W81°21.05' 177° 5.4 NM to fld.
ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.
ASR/PAR (1200-0400Z±)

31 → COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

HELIPAD H1: H100X75 (ASPH)
HELIPAD H2: H60X60 (ASPH)
HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

187 TPA 1000(813)
WATERWAY 15-33: 5000X425 (WATER)
SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.



All bearings and radials are magnetic unless otherwise specified. All mileages are nautical unless otherwise noted. All times are Coordinated Universal Time (UTC) except as noted. All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted. The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

SC, 1 FEB 20XX to 29 MAR 20XX

Legend 2. Chart Supplement.

AIRPORT/FACILITY DIRECTORY LEGEND

(10)
18032

SKETCH LEGEND

RUNWAYS/LANDING AREAS	RADIO AIDS TO NAVIGATION
Hard Surfaced	VORTAC
Metal Surface	VOR/DME
Sod, Gravel, etc.	TACAN
Light Plane,	DME
Ski Landing Area or Water	
Under Construction	
Closed Rwy	
Closed Pavement	
Helicopter Landings Area	
Displaced Threshold	
Taxiway, Apron and Stopways	

MISCELLANEOUS BASE AND CULTURAL FEATURES	MISCELLANEOUS AERONAUTICAL FEATURES
Buildings	Airport Beacon
Power Lines	Wind Cone
Fence	Landing Tee
Towers	Tetrahedron
Wind Turbine	Control Tower or TWR
Tanks	
Oil Well	
Smoke Stack	
Obstruction	
Controlling Obstruction	
Trees	
Populated Places	
Cuts and Fills	
Cliffs and Depressions	
Ditch	
Hill	

APPROACH LIGHTING SYSTEMS
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. (A1) Negative symbology, e.g., (A1)
(V) indicates Pilot Controlled Lighting (PCL).
Runway Centerline Lighting
(A) Approach Lighting System ALSF-2
(A1) Approach Lighting System ALSF-1
(A2) Short Approach Lighting System SALS/SALSF
(A3) Simplified Short Approach Lighting System (SSALR) with RAIL
(A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF)
(A5) Medium Intensity Approach Lighting System (MALS) and RAIL
(V) Omnidirectional Approach Lighting System (ODALS)
(D) Navy Parallel Row and Cross Bar
(F) Air Force Overrun
(V) Visual Approach Slope Indicator with Standard Threshold Clearance provided
(V2) Pulsating Visual Approach Slope Indicator (PVASI)
(V3) Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
(V4) Tri-color Visual Approach Slope Indicator (TRCV)
(V5) Approach Path Alignment Panel (APAP)
(P) Precision Approach Path Indicator (PAPI)

SC, 1 FEB 20XX to 29 MAR 20XX

Legend 3. Chart Supplement.

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AIRPORT/FACILITY DIRECTORY LEGEND

LEGEND

This directory is a listing of data on record with the FAA on public-use airports, military airports and selected private-use airports specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Civil airports and joint Civil/Military airports which are open to the public are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military airports and private-use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name and cross-referenced by associated city name. Nav aids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an airport as open to the public in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the airport conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military airports, private-use airports, and private-use (limited civil access) joint Military/Civil airports are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

① CITY/AIRPORT NAME

Civil and joint Civil/Military airports which are open to the public are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports and private-use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name.

② ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

③ LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code, when assigned, to airports. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

④ OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private-use airports. The operating agency is shown for military, private-use and joint use airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	MIL/CIV	Joint Use Military/Civil Limited Civil Access
AF	US Air Force	N	Navy
ANG	Air National Guard	NAF	Naval Air Facility
AR	US Army Reserve	NAS	Naval Air Station
ARNG	US Army National Guard	NASA	National Air and Space Administration
CG	US Coast Guard	P	US Civil Airport Wherein Permit Covers Use by Transient Military Aircraft
CIV/MIL	Joint Use Civil/Military Open to the Public	PVT	Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

⑤ AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

⑥ TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

SC, 1 FEB 20XX to 29 MAR 20XX

Legend 4. Chart Supplement.

AIRPORT/FACILITY DIRECTORY LEGEND

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⑦ GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

⑧ CHARTS

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is depicted. Helicopter Chart depictions will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be referenced as GOMW and GOMC.

⑨ INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5-4-5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each Chart Supplement volume alphabetically by associated city and airport name.

⑩ AIRPORT SKETCH

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

⑪ ELEVATION

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00". When elevation is below sea level a minus "-" sign will precede the figure.

⑫ ROTATING LIGHT BEACON

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

⑬ TRAFFIC PATTERN ALTITUDE

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

⑭ AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

U.S. CUSTOMS AIR AND SEA PORTS, INSPECTORS AND AGENTS

Northeast Sector (New England and Atlantic States—ME to MD)	407-975-1740
Southeast Sector (Atlantic States—DC, WV, VA to FL)	407-975-1780
Central Sector (Interior of the US, including Gulf states—MS, AL, LA)	407-975-1760
Southwest East Sector (OK and eastern TX)	407-975-1840
Southwest West Sector (Western TX, NM and AZ)	407-975-1820
Pacific Sector (WA, OR, CA, HI and AK)	407-975-1800

⑮ CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passenger seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

SC, 1 FEB 20XX to 29 MAR 20XX

Legend 5. Chart Supplement.