GEN 2.3 CHART SYMBOLS

EN-ROUTE CHART SYMBOLOGY

ENR CHART & ICAO ANNEX 4 SYMBOLOGY	
Spot Height	
FIR Peck	
NCRP	
CRP	
NCRP	
CRP	
VOR	
VOR Co-located NCRP	
VOR Co-located CRP	
TACAN	
VOR TACAN	
VORTAC	
TACAN Co-located CRP	
TACAN Co-located CRP	
VOR TACAN Co-located NCRP	
VOR TACAN Co-located CRP	
VORTAC Co-located NCRP	
VORTAC Co-located CRP	
DME	
DME Co-located NCRP	
DME Co-located CRP	
VOR/DME	
VOR/DME Co-located NCRP	
VOR/DME Co-located CRP	
DME Co-located NDB	
NDB	
NDB Co-located NCRP	
NDB Co-located CRP	

IF	
FAF	
TACAN Gate	
IAF	
Mil AD	
Civ AD	
Joint AD	
Disused AD	
Glider Site	
Microlight Site	
HLS	
Compass Rose	
HIRTA	
Arrowhead Large Proc Track	
Arrowhead Small - Misc	
Arrowhead Small - Radial	
Off Chart Route	
Controlled Area Airway Controlled Route	
Uncontrolled Route	
FIR	
Control Zone	
Advisory Airspace	
Restricted Airspace	
Radar Corridor	
Class A Primary Track	
Class B Primary Track	
Class C Primary Track	

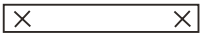
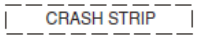
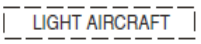
	On request fly-by	Compulsory fly-by	On request fly-over	Compulsory fly-over
VFR reporting point				
Intersection - INT				
VORTAC				
TACAN				
VOR				
VOR/DME				
NDB				
Waypoint - WPT				

GEN 2.3 CHART SYMBOLS *Continued.*

Class D Primary Track	
Class E Primary Track	
Class F Primary Track	
Class G Primary Track	
CTA AWY Alt Route 1	
CTA AWY Alt Route 2	
CTA AWY Alt Route 3	
ADIZ	

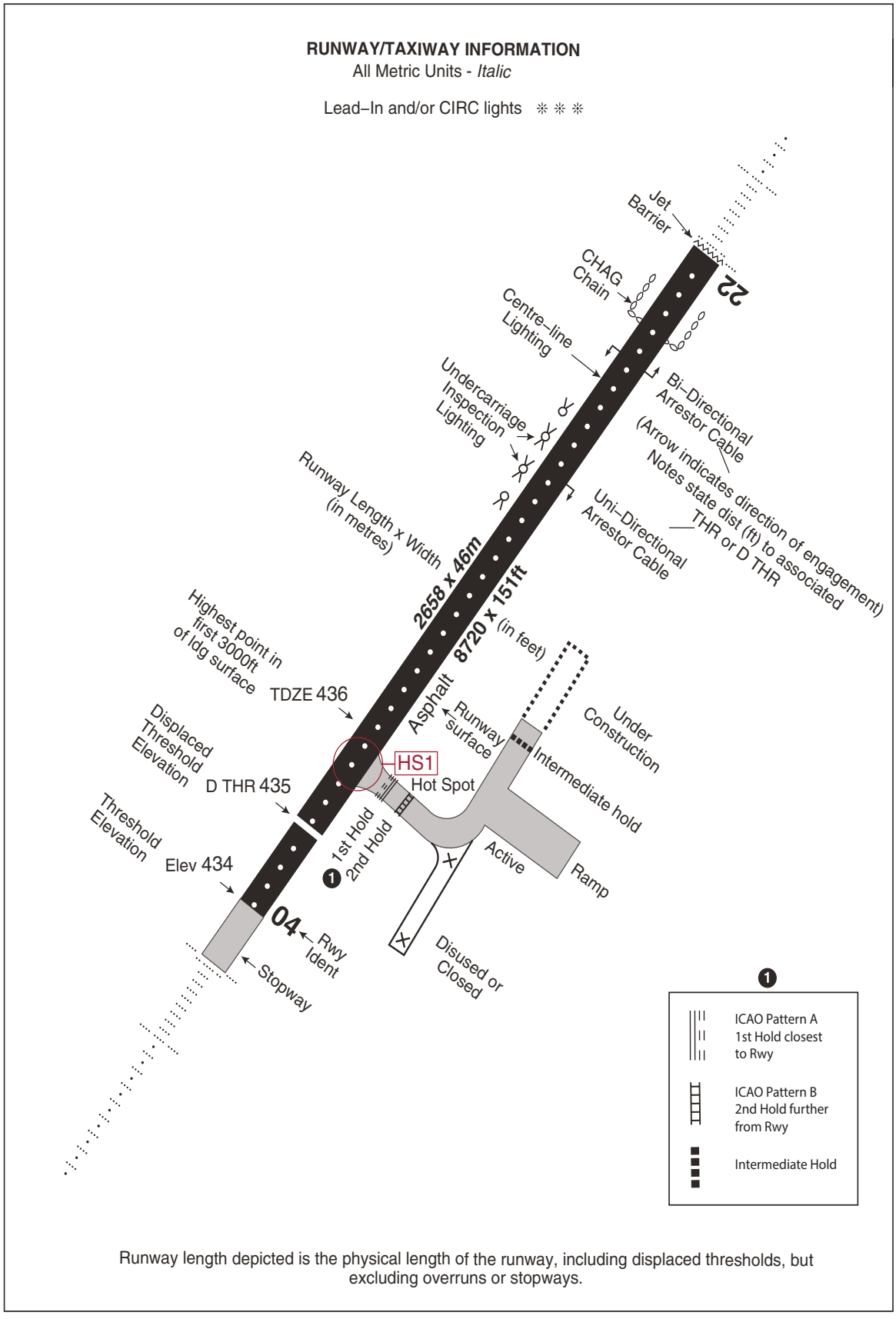
TERMINAL CHART SYMBOLOGY

PART 1 - AERODROME, TAXI & RAMP CHARTS	
Aerodrome Reference Point	
True North Indicator	
Aerodrome Beacon	
VOR Check Point	
INS Reference Point	
Windsock - unlit	
Windsock - lit	
Landing 'T' - unlit	
Landing 'T' - lit	
Lighthouse	
Buoys - unlit	
Buoys - lit	
Optical Landing System	
Radiation Hazard	
Parachute Dropping Zone	
RVR Tower (with Site Ident)	
VTOL Pad (fixed)	
VTOL Pad (moveable)	
Helicopter App Aiming Point	
Helicopter Landing Point	
Jet Exhaust Gas Attenuator	
Obstacle Light	
Apron Light	
Hospital	
Turbulence	
Significant Buildings	
Significant Buildings - Under Construction	
Water	

Urban Area	
Marshland/Swamp	
Sand	
Woodland	
Railway	
Transmission Lines or Overhead Cables	
Cliff, Embankment, Escarpment	
Roads - Single Carriageway	
Roads - Dual Carriageway	
Runways	
Hard surface	
Metal surface	
Natural surface	
Disused or closed	
Under construction	
Hot Spot	
Strips	
Crash Strip	
Light Aircraft Strip	
Parking Points	
Taxi In/Out Direction Known	
Taxi In/Out Direction unknown	
Push/Pull Back Direction Known	
Push/Pull Back Direction Unknown	
Used only when space does not permit use of other symbols	

GEN 2.3 CHART SYMBOLS *Continued.*

LEGEND AERODROME, TAXI & RAMP CHARTS 2



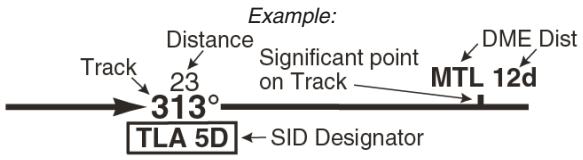
Runway length depicted is the physical length of the runway, including displaced thresholds, but excluding overruns or stopways.

GEN 2.3 CHART SYMBOLS *Continued.*

PART 2 - PROCEDURAL CHARTS	
Aerodromes	
Primary Aerodrome	
Secondary Aerodrome (within range circle)	
Civil Aerodrome	
Military Aerodrome	
Joint Aerodrome	
Disused Aerodrome	
Helicopter Landing Site	
Glider Flying Site	
Microlight Flying Site	
Parachute Dropping Zone	
Nav Points and Aids	
Initial Approach Fix (IAF)	
Intermediate Fix (IF)	
Final approach Fix (FAF)/ Point (FAP)	
TACAN Gate	
Compulsory Report Point	
Non-Compulsory Reporting Point	
Visual Reporting Point	
Noise Monitoring Terminal (NMT)	
RNAV Fly-over Waypoint (Non Compulsory Report)	
RNAV Fly-by Waypoint (Non Compulsory Report)	
RNAV Fly-over Waypoint (Compulsory Report)	
RNAV Fly-by Waypoint (Compulsory Report)	
RNAV MAPt	
Speed Limit Point	
VOR	
VORTAC	
VOR/TACAN	
DME	
TACAN	
VOR/DME	
NDB	
Primary Facility	GLASGOW GOW 115·4 Ch 101 N55 52·23 W004 28·75

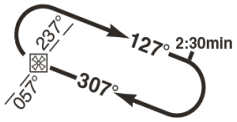
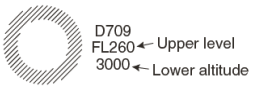
ILS or ILS/DME	ILS/DME IUU 110·1 Ch 38
Secondary Facility	Bastion BAS Ch 98 (115.1)
Unassociated Facility	Wick WIK 344
Tracks	
Primary Track	313°
Transition Track	313°
Alternative Track (By ATC)	313° (By ATC)
Missed Approach	
Radar Vector Track	
Visual following an Instrument Approach	
Airway	A1

Example:



Bearings	
ILS Beam	
	Final Approach Track (FAT) 270° IM/MM OM FAF/FAP
Bearing	090°
Off Chart Bearing	WIK 344 090°
Radial	090R
Lead Bearing	090°LB
Lead Radial	090LR
Off-chart Radial	270R SLT 113·7
Off-chart Radial with DME Distance	270R 20 SLT 113·7 Distance
Holding	
Holding Pattern	230° 120° Entry sector 050° 300°
Procedure Turn	270°

GEN 2.3 CHART SYMBOLS *Continued.*

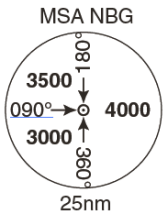
Racetrack	
Air Reservation Areas (ARAs)	
Prohibited Area	
Restricted Area	
Danger Areas	 
Provost Marshal Areas, Prefixed PM (Mil Acft Only)	
Obstructions	
Spot Height	•
Single Lit	
Single Unlit	
Multi Lit	
Multi Unlit	
High Intensity Radar Transmission Area (HIRTA)	
HIRTA	
Single Lit	
Single Unlit	
Avoidance	·····
Multi Lit	
Multi Unlit	
Miscellaneous	
International Boundary	BELGIUM GERMANY
FIR Boundary	
AIAA	
Airspace Classification Lower - Upper Limits	D 2500 – 3500

PART 3 - ALTITUDE & HEIGHT PRESENTATION	
Above	Above 1200 1000 Above 1200
At & Above / Not Below	1200 1000 1200 1200 1000
At (Recommended)	1200 1000 1200 1200 1000
Not above / At & Below	1200 1000 1200 1200 1000
Not Above or Below	1200 1000 1200 1200 1000
Between	8000 6000
Descent Planning Level	Expect FL130

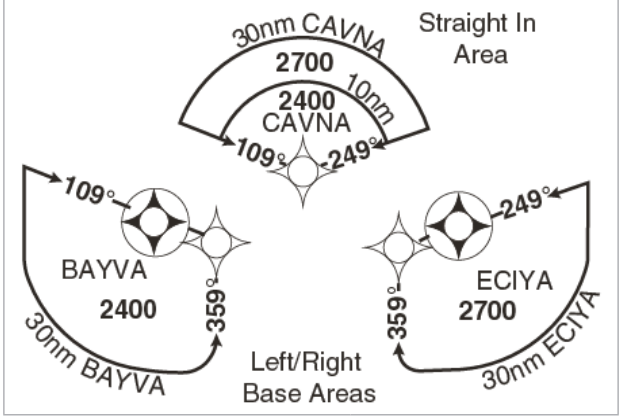
Altitudes - **BOLD**
Heights - Medium
All Metric Units - *Italic*

The First Potential Bust Level On Sid & Missed Approach Graphics And Text	
Not Above or Below (Graphic)	5000 4800 5000
Not Above (Graphic)	5000 4800 5000
Not Above (Text)	5000 4800 5000

Min Safe ALT (MSA) 25nm from Facility

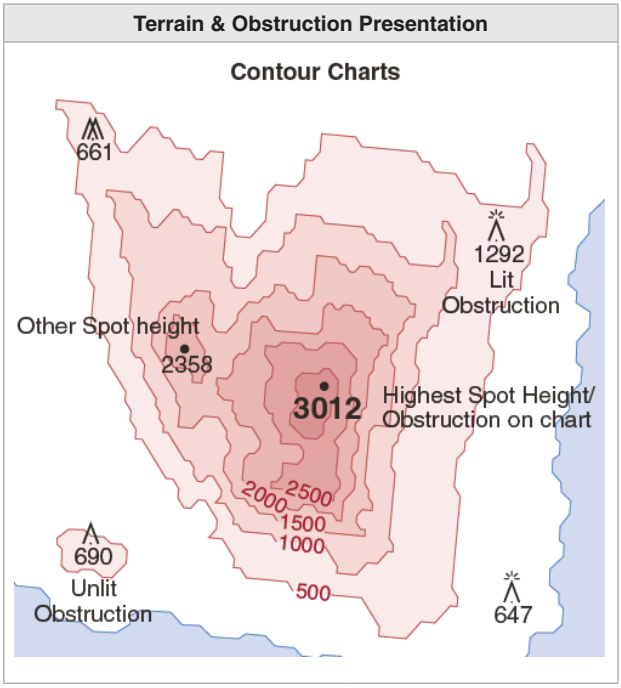


Terminal Arrival Area (TAA)



GEN 2.3 CHART SYMBOLS *Continued.*

Terrain & Obstruction Presentation



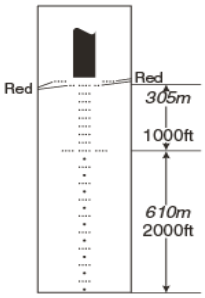
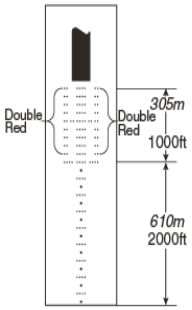
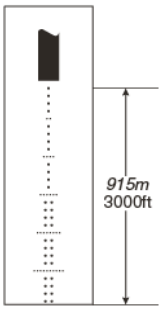
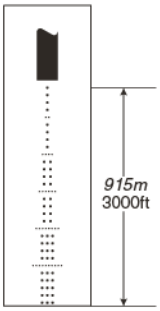
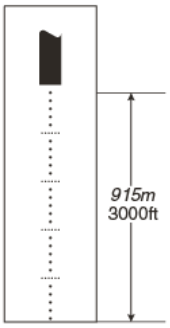
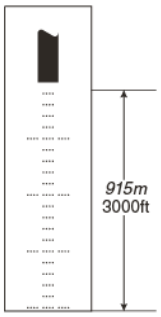
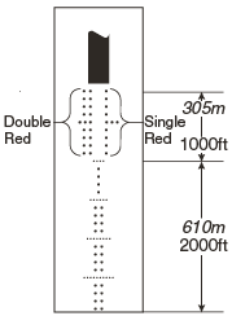
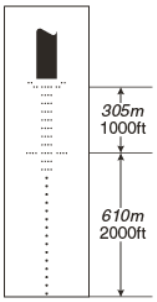
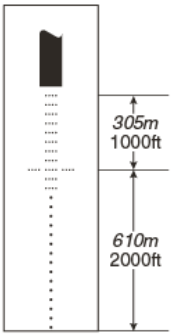
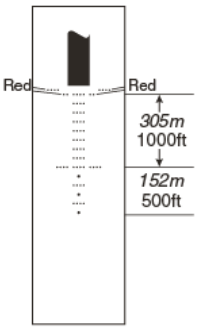
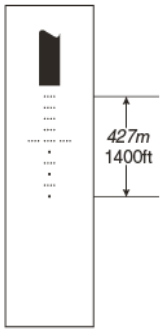
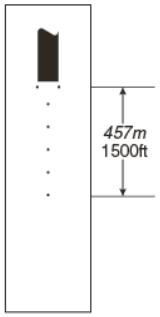
GEN 2.3 CHART SYMBOLS *Continued.*

PART 4 - LIGHTING SYSTEMS	
Approach	
CD5B	Colour coded approach lighting system with 5 bars; if known, suffixed – 1 for ILS Cat I (CALVERT) configuration and – 2 for Cat II configuration. Barrettes inner 1000ft (305m).
CGL	Circle Guidance Light(s).
CL-1B	Centreline with one bar (single row not coded). May be up to CL-7B (with up to 7 bars). Prefixed by 'B' indicates bar centreline.
F	Sequenced flashing lights.
LDIN	Sequenced flashing lead-in lights.
MALS	Medium intensity approach lighting system.
MALSF	Medium intensity approach lighting system with sequenced flashing lights.
MALSR	Medium intensity approach lighting system with runway alignment indicator lights.
NATO	North Atlantic Treaty Organisation standard system (Military). Centre-line & 5 bar (CL-5B).
ODALS	Omni-directional sequenced flashing lead-in lighting system.
PALS-1/ ALSF-1	Precision Approach lighting system with SFL in ILS Cat I configuration.
PALS-2/ ALSF-2	Precision Approach lighting system with red barrettes and SFL in ILS Cat II configuration.
RAIL	Runway alignment indicator lights. Only installed with other lighting systems.
RAL BCN	Runway alignment beacon at distance from threshold indicated.
SALS	Short or Simple approach lighting system.
SALSF	Short or Simple approach lighting system with sequenced flashing lights.
SALSR	Short or Simple approach lighting system with runway alignment indicator lights.
SSALS	Simplified short approach lighting system. May be installed with SALSF and SALSR.
SHINGALS	Supplementary high intensity narrow gauge approach lighting system.
T	Red T. Normally used with other lighting systems; located at runway end of approach lighting.
Angle of Approach	
V	Standard VASI.
AV	Abbreviated VASI
3BV	3 Bar VASI (Longbodied)
FS	French standard
P	PAPI
AP	Abbreviated PAPI
LTS	LITAS
CHI	CHAPI
PLI	PLASI
T	'T' type

Threshold	
S	Strobes
WB	Wing bar lights, (always green unless specified otherwise).
Runway	
EALS	Emergency Airfield Lighting System
HIRL	High Intensity Runway Lights.
OR	Over-run lights.
RCLL30m	Runway centreline lights. The figures indicate the spacing between lights when known. Normally, they are coloured red over the final 300m and alternately red/white in the previous 600m.
REDL	Runway edge lights.
REIL	Runway end identifier lights.
RENL	Runway end lights, (always red unless specified otherwise).
RLLS	Runway lead-in lighting system.
RTHL	Runway threshold lights, (always green unless specified otherwise).
RTZL	Runway touchdown zone lights.
STWL	Stopway lights.
TGS	Taxiing guidance system.
YCZ	Yellow caution zone.
General	
B	Bar
L	Low intensity
Bi	Bi-directional
M	Medium intensity
U	Uni-directional
H	High intensity
O	Omni-directional
XBAR	Crossbar
SFL	Sequenced Flashing Lights
CD	Coded
V	Variable intensity
Colours	
A	Amber
Sd	Sodium
Bl	Blue
W	White
G	Green
Y	Yellow
R	Red

GEN 2.3 CHART SYMBOLS *Continued.*

PART 5 - APPROACH LIGHTING SYSTEM

PALS–1 ALSF–1	PALS–2/3 ALSF–2	CL5B/NATO	CD5B (CALVERT)
			
CL4B	**BCL4B**	**FORMER NATO**	**SALSR**
			
MALSR/ SSALR	**SALS/ SALSF**	**MALS/MALSF/ SSALS/SSALF**	**ODALS**
			

APPROACH LIGHTING SYSTEM CLASSIFICATION (AATCP-1 Table2)

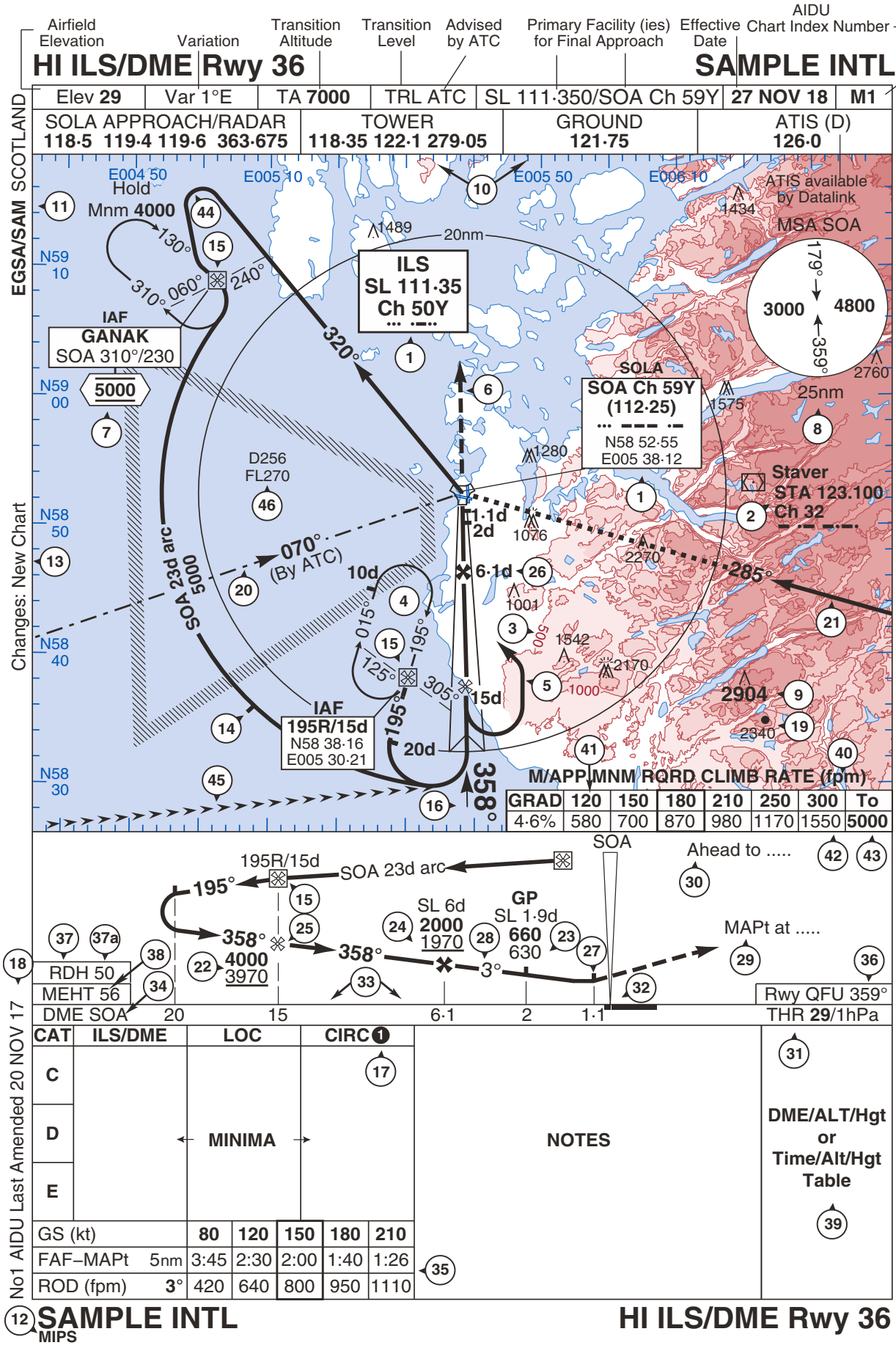
1. Procedure designers reference visibility minima according to the class of lighting in use at an airfield.
2. Below are illustrated the definitions and abbreviations used to describe each class of lighting

OPS Class of Facility	Configurations, Intensity and Legth of approach lights.
FALS (Full Approach Light System)	ICAO: Precision Approach CAT I Lighting system, Distance Coded Centreline, Barrette Centreline HIALS 720m+
IALS (Intermediate Approach Light System)	ICAO: Simple Approach Lighting System, Single Source, Barrette HIALS 420 - 719m
BALS (Basic Approach Light System)	Any other Approach Lighting System HIALS, MIALS or ALS 210 - 419m
NALS	Any other Approach Lighting System < 210m Or no Approach Lights

GEN 2.3 CHART SYMBOLS *Continued.*

INTENTIONALLY BLANK

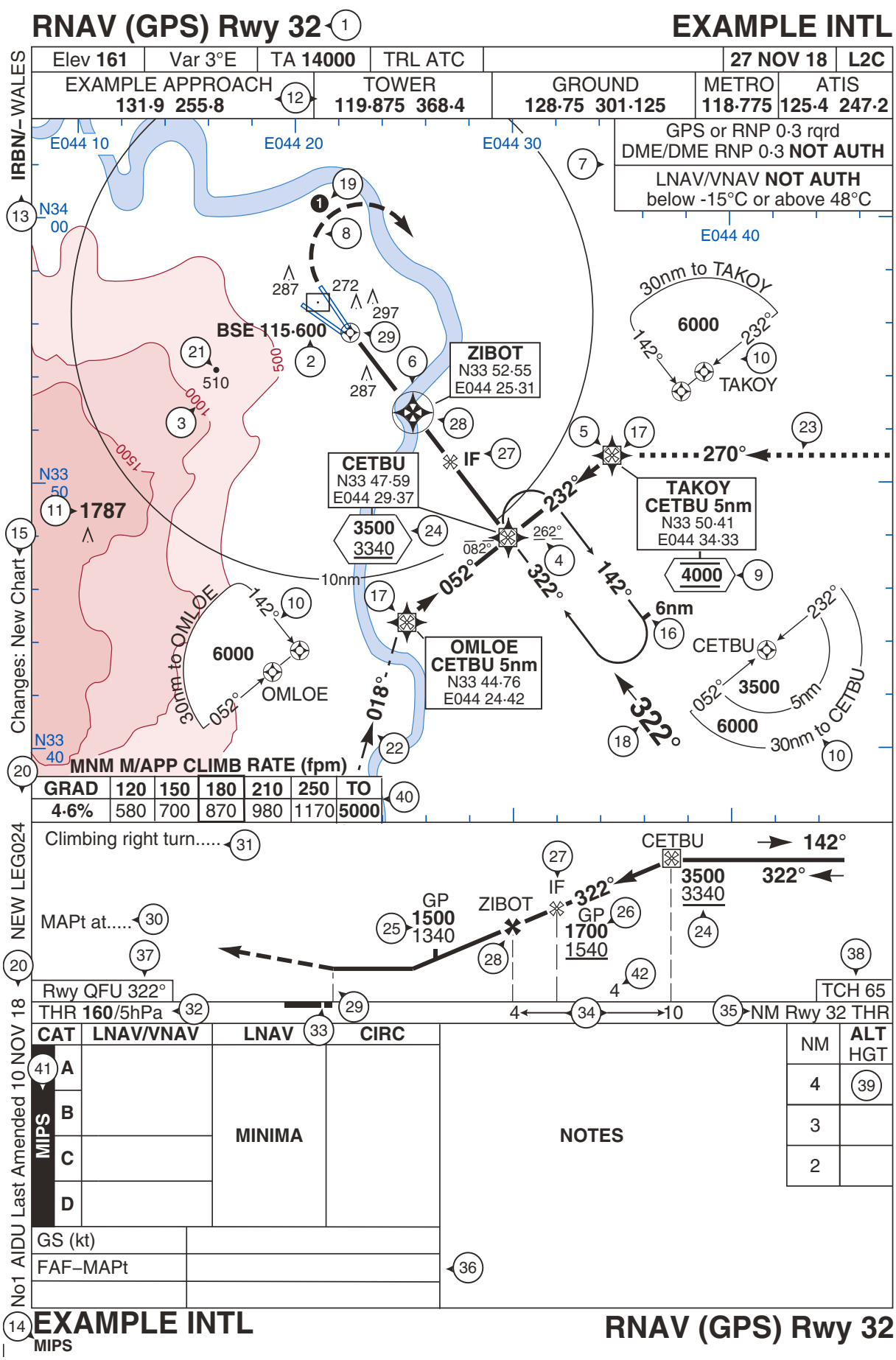
GEN 2.3 CHART SYMBOLS *Continued.*



GEN 2.3 CHART SYMBOLS *Continued.*

HI ILS/DME Rwy 36 Sample - Legend	
1	Primary facility
2	Secondary facility.
3	Contour Value in feet.
4	Holding Pattern with Entry to Hold sector boundaries
5	Procedure Turn
6	Missed Approach
7	Mandatory Altitude (Not Above or Below).
8	MSA diagram
9	Highest point within Plan area.
10	Communications facilities.
11	Country name, ICAO and IATA designator when published
12	Chart procedure design criteria.
13	Changes since previous chart.
14	Significant Point on track.
15	Initial Approach Fix (IAF).
16	Final Approach Track (FAT).
17	“Black Ball” with explanation in the Notes section, or at the bottom centre of chart.
18	Date of last chart amendment.
19	Spot Height
20	Alternative Track (By ATC)
21	Transition Track
22	Not below **Alt** /Hgt at facility, fix or significant point on approach.
23	On–slope guide (glidepath) **Alt**/Hgt at facility, fix or significant point on approach.
24	Coincident On–Slope (glidepath) and Not Below Alt /Hgt at facility, fix or significant point on approach.
25	Intermediate Fix (IF).
26	Final Approach Fix (FAF)/Point (FAP)
27	Missed Approach Point (MAPt) in graphic.
28	Glidepath in degrees.
29	Missed Approach Point (MAPt) in text
30	Missed Approach instructions.
31	TDZE, THR, or D THR Elev and Mb/hPa/inches Hg
32	Displaced threshold. (D THR)
33	DME distance from facility, or NM from threshold/ displaced threshold.
34	DME on which distances for Final Approach are based. If no DME, distances in NM from threshold/ displaced threshold.
35	Facility to MAPt or THR Timing and Rate of descent table.
36	Magnetic Orientation of runway.
37	Reference datum height.
37a	TCH Threshold/crossing ht (Precision RNAV)
38	Minimum Eye Height over Threshold
39	Notional GP guide/table for non precision approaches.
40	Mnm M/App Climb Rate guide (fpm).
41	Ground Speed.
42	Rate of climb (fpm).
43	Upper altitude limit.
44	Special entry procedure for VOR/DME and TACAN holds. Holding towards the facility. Drawn to scale using accurate radials.
45	Radar Vector Track.
46	ARA designator showing upper and lower values.

GEN 2.3 CHART SYMBOLS *Continued.*



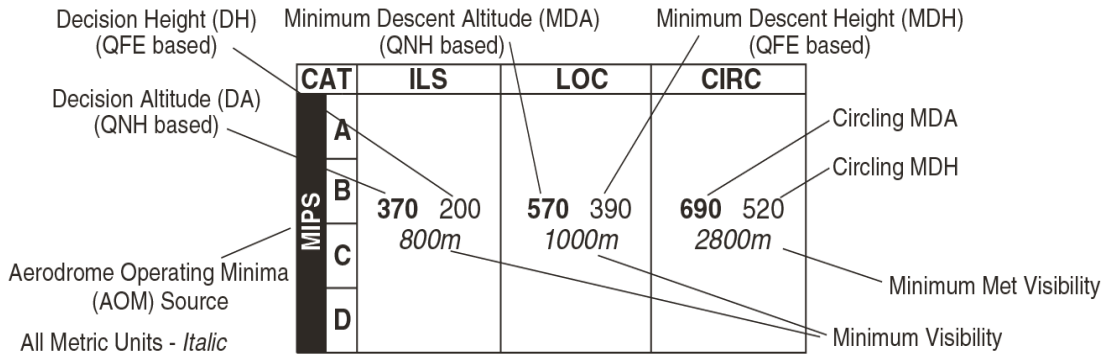
GEN 2.3 CHART SYMBOLS *Continued.*

RNAV (GPS) Rwy 32 Sample - Legend	
1	Procedure Name
2	Secondary facility.
3	Contour Value in feet.
4	Holding Pattern with Entry to Hold sector boundaries
5	Fly by RNAV waypoint.
6	Fly over RNAV waypoint.
7	RNAV equipment limitations.
8	Missed Approach.
9	Mandatory Altitude (Not Above or Below).
10	Terminal Arrival Area. (TAA) (Min Safe Alts.)
11	Highest point within Plan area.
12	Communications facilities.
13	Country name, ICAO and IATA designator when published
14	Chart procedure design criteria.
15	Changes since previous chart.
16	Significant Point on track.
17	Initial Approach Fix (IAF).
18	Final Approach Track (FAT).
19	“Black Ball” with explanation in the Notes section, or at the bottom centre of chart.
20	Date of last chart amendment and AIDU file ref.
21	Spot Height
22	Alternative Track (By ATC)
23	Transition Track
24	Transition Track Alt /Hgt at facility, fix or significant point on approach.
25	On–slope guide (glidepath) Alt/Hgt at facility, fix or significant point on approach.
26	Coincident On–Slope (glidepath) and Not Below Alt /Hgt at facility, fix or significant point on approach.
27	Intermediate Fix (IF).
28	Final Approach Fix (FAF)/Point (FAP)
29	RNAV “Fly Over” Missed Approach Point (MAPt) in graphic.
30	Missed Approach Point (MAPt) in text
31	Missed Approach instructions.
32	TDZE, THR, or D THR Elev and Mb/hPa/inches Hg
33	Displaced threshold. (D THR)
34	NM from threshold.
35	Distances in NM from threshold/displaced threshold.
36	Facility to MAPt or THR Timing and Rate of descent table.
37	Magnetic Orientation of runway.
38	TCH Threshold/crossing ht (Precision RNAV)
39	Notional GP guide for non precision approaches.
40	Mnm M/App Climb Rate guide (fpm).
41	Aerodome Operating Minima (AOM) criteria source.
42	Distance between RNAV waypoints on RWY approach.

GEN 2.3 CHART SYMBOLS *Continued.*

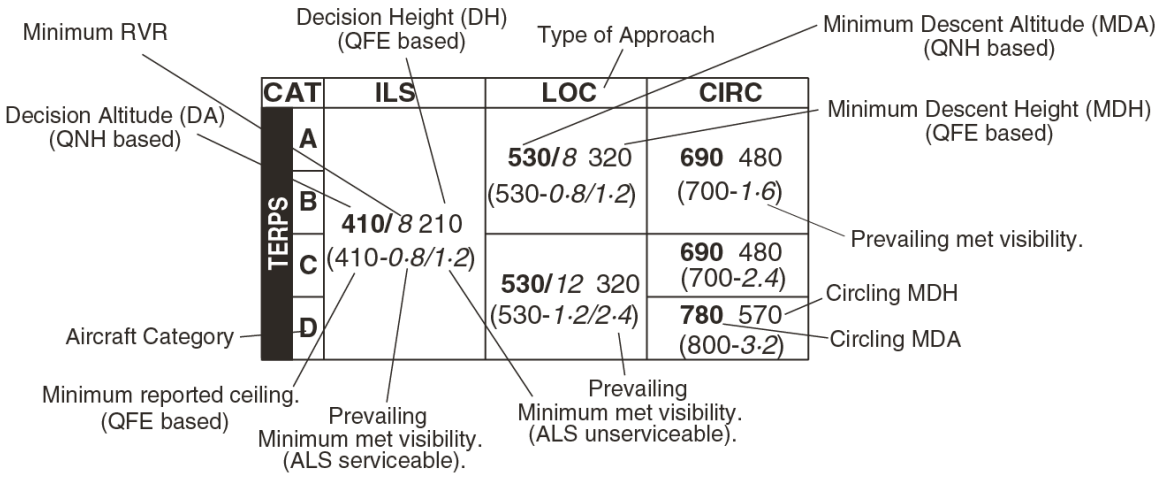
MINIMA BOXES

Minima Table based on AIDU MIPS Criteria



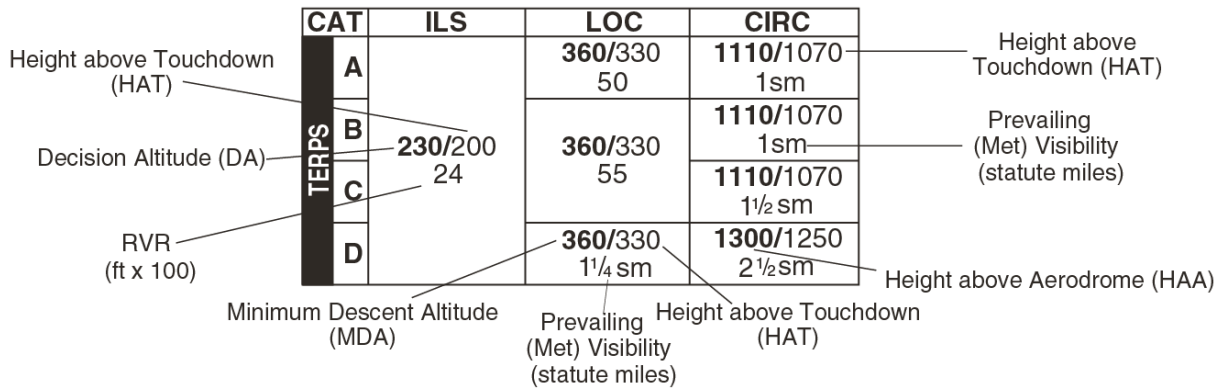
1. Precision Approach DHs are referenced to threshold elevation except PAR DHs which AATCP reference to TDZE.
2. Non-Precision Approach MDHs are referenced to airfield elevation. If THR Elev more than 2m (7ft) below AD Elev then MDH is referenced to the Rwy THR and Caution note added to chart.
3. For British Military airfields Circling Minima are based solely on obstacles in the Circling Area for the relevant Aircraft Category. Straight–in minima are not considered in the calculations.

Minima Table based on TERPS Criteria



1. Crews may encounter landing minima tables similar to that displayed in the TERPS format above.
2. Minimum RVR is specified in multiples of 100m to 1500m, (eg 8=800m) Beyond 1500m a minimum met visibility (in kilometers) is specified, (eg 1.6=1.6km). RVR does not apply to Circling approach minima. Where RVR measuring facilities do not exist, RVR is replaced by minimum met visibility and is shown in kilometres, (eg 0.8=800m). (8=RVR. 0.8= Met Vis).

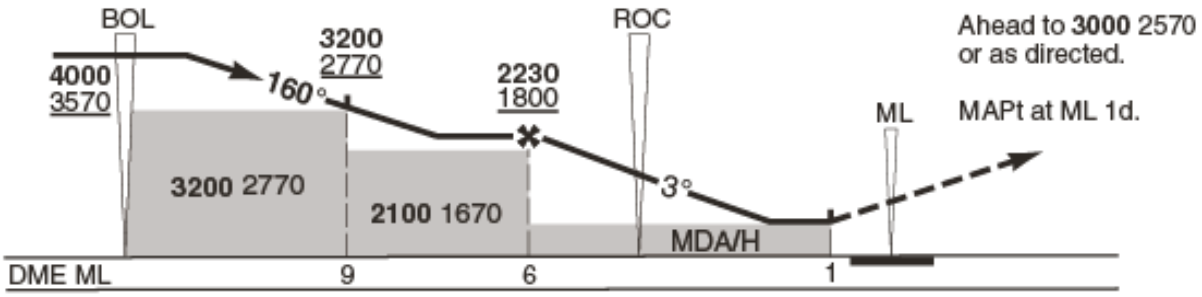
Minima Table for public transport aircraft based on JAR-OPS1 criteria for Aerodromes in the USA and Canada



GEN 2.3 CHART SYMBOLS *Continued.*

SEGMENT MINIMUM ALTITUDE SHADING

1. In an attempt to reduce the incidence of controlled flight into terrain (CFIT), ICAO have made the following recommendation, for non-precision approaches:
   a. To increase pilots' awareness of the terrain they are flying over, shaded blocks depicting minimum obstacle clearance limits are shown in the profile of non-precision instrument approach charts. The pilot is advised not to descend below these heights under any circumstances. On MDA/H shaded areas, the obstacles in the Final Approach and Missed Approach segments are taken into account.
   b. Segment Minimum Altitudes (SMA) are represented by a shaded rectangle bordered by two defining fixes. Shaded blocks may display a lower Alt/Hgt compared to the adjacent step down fix as the criteria for their calculation are different. When this occurs, both are still shown as the step down fix is a mandatory instruction to crews.
   c. Note also that the advisory Alts/Hgts are provided to enable crews to fly continuous descent and stabilised approaches and that the step down fixes and shaded areas are mandatory and should be crossed at or above their associated minimum crossing altitudes. (see PART 4, Final Approach Segment)
   d. When flying in mountainous terrain the increased obstacle clearance margin is accounted for in the published altitude/height.
   e. This concept, an example of which appears below, will gradually be added to charts as authorities implement these changes. However, if there is no shading in a chart profile, it does not necessarily mean that there are no significant obstacles in the profile. It may be that the Segment Minimum Altitude Shading data has not yet been published by the operating authority.
2. Specific details contained within the illustration are supplied by the procedures specialist.



GEN 2.3 CHART SYMBOLS *Continued.*

Airfield Elevation — Variation — Transition Altitude — Transition Level — Advised By ATC — Effective Date — AIDU Chart Index Number

DEAN CROSS, TALLA SID

SAMPLE INTL

Elev **26**	Var 7°W	TA **6000**	TRL ATC		**27 NOV 17**	**G1**

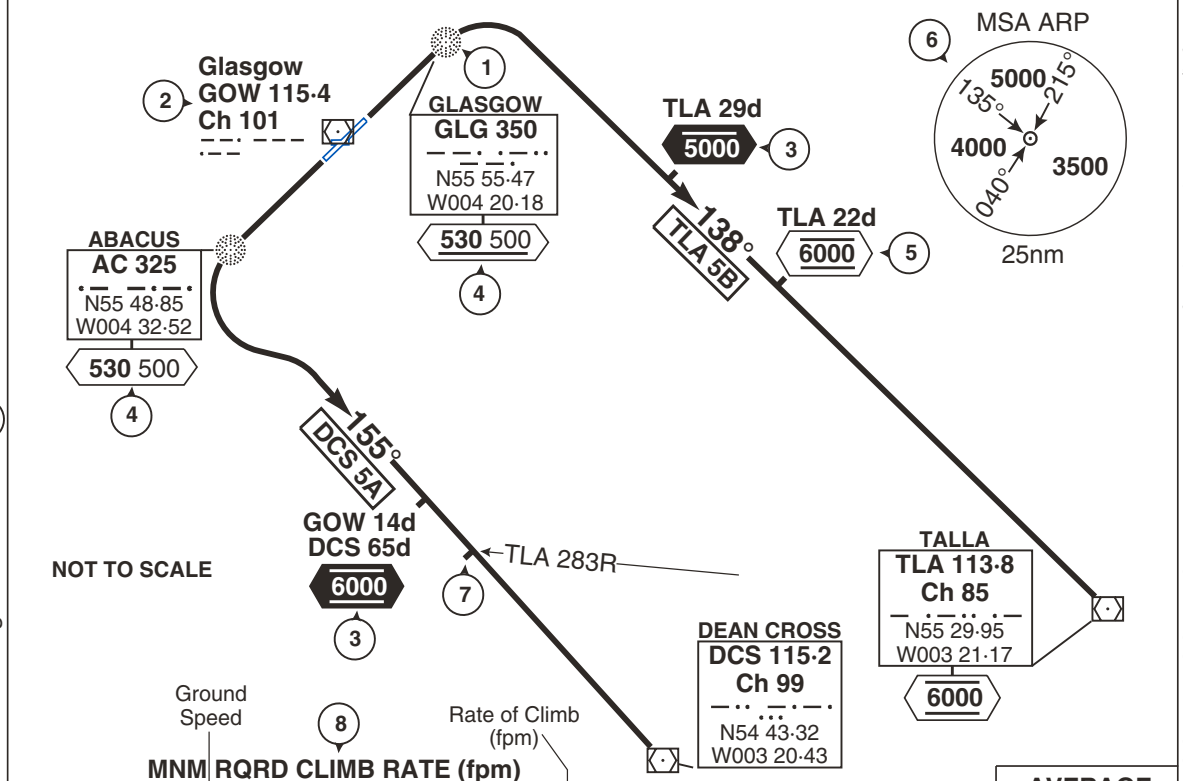
SAMPLE GROUND	TOWER	APPROACH/RADAR	ATIS
121·7	**118·8**	**119·1**	**129·575**

EGPF/GLA SCOTLAND

Changes: New Chart (15)

NEW LEG023 (16)

No1 AIDU Last Amended 10 NOV 17



Ground Speed (8) Rate of Climb (fpm)

MNM RQRD CLIMB RATE (fpm)

RWY	GRAD	80	120	150	180	210	250	To
05	3·8%	310	470	580	700	810	970	**5000**

Upper Altitude Limit

1. En–route cruising levels will be issued by SCOTTISH CONTROL after take off; on first contact report callsign, SID desig, current alt and cleared alt. (9)

AVERAGE TRACK NM	
To DCS DCS 5A	84
To TLA TLA 5B	46

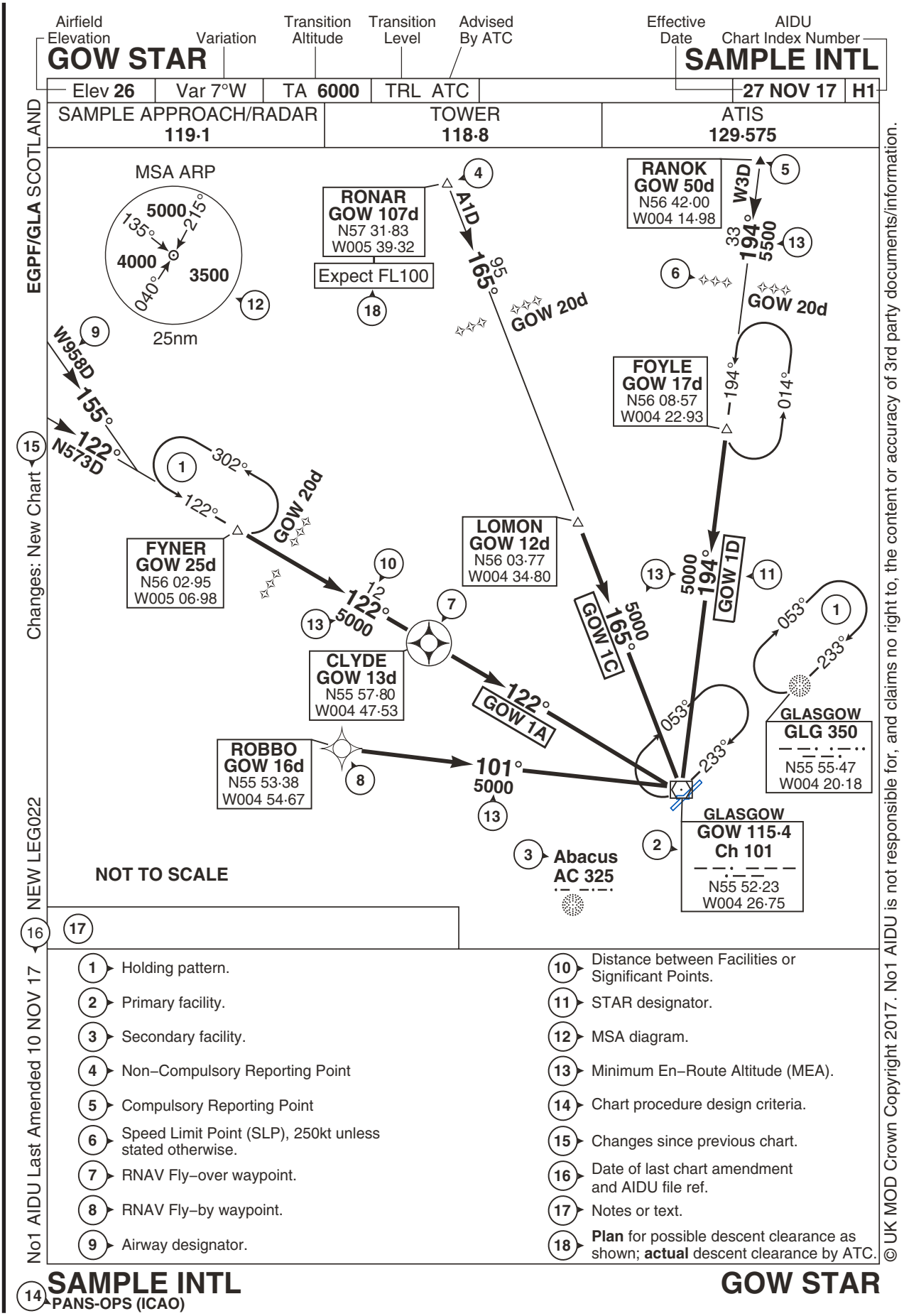
(10)

SID	RWY	ROUTEING (Including Mnm Noise Routes)
TLA 5B (11) For FIR 121·6	(12) 05 053°M	Ahead to cross GLG not below **530** 500, then right on Tr 138° (TLA 318R) to TLA; cross TLA 29d not above **5000**, TLA 22d at **6000**, TLA at **6000**. **Mnm Climb Grad:** 3·8% to **5000.** (13)
DCS 5A For A1, A2, A25	23 233°M	Ahead to cross AC at **530** 500, then left on Tr 155° (DCS 335R) to DCS; cross GOW 14d/DCS 65d at **6000**.

(1) Primary facility.
(2) Secondary facility.
(3) First 'Not Above or Below' on SID ("Bust Alt").
(4) "At" **Alt** /Hgt (Recommended).
(5) Mandatory alt (Not Above or Below).
(6) MSA diagram.
(7) Significant point.
(8) Mnm climb rate table; gradients referred to in text.
(9) Notes or text.
(10) Average track distance from end of rwy to navigation aid.
(11) SID designator with instructions for further routeing and dedicated departure frequency if published.
(12) Runway designator and QFU.
(13) SID Description.
(14) Chart procedure design criteria.
(15) Changes since previous chart.
(16) Date of last chart amendment and AIDU file ref.

(14) **SAMPLE INTL** PANS-OPS (ICAO) **DEAN CROSS, TALLA SID**

GEN 2.3 CHART SYMBOLS *Continued.*



1. Holding pattern.
2. Primary facility.
3. Secondary facility.
4. Non–Compulsory Reporting Point
5. Compulsory Reporting Point
6. Speed Limit Point (SLP), 250kt unless stated otherwise.
7. RNAV Fly–over waypoint.
8. RNAV Fly–by waypoint.
9. Airway designator.
10. Distance between Facilities or Significant Points.
11. STAR designator.
12. MSA diagram.
13. Minimum En–Route Altitude (MEA).
14. Chart procedure design criteria.
15. Changes since previous chart.
16. Date of last chart amendment and AIDU file ref.
17. Notes or text.
18. **Plan** for possible descent clearance as shown; **actual** descent clearance by ATC.

SAMPLE INTL PANS-OPS (ICAO) GOW STAR

GEN 2.3 CHART SYMBOLS *Continued.*

LOW FLYING CHART SYMBOLOGY (Edition 21-GSGS)

The legend is for use with series M5219-AIR and the following series LFC-Europe sheets: 3-United Kingdom (D) and (N), 3A-United Kingdom (D) and (N), 4-United Kingdom (D) and (N).

CAUTION

Before Using Series LFC-EUROPE Sheets consult latest NOTAM and Chart amendment LOW FLYING (CALF) which is issued on the AIRAC (Every 28 Days) by No1 AIDU, Royal Air Force.

CONTROLLED AIRSPACE	
CTR - Control Zone SRZ - Special Rules Zone TIZ - Traffic Information Zone HTZ - Helicopter Traffic Zone ATZ - Aerodrome Traffic Zone MATZ - Military Aerodrome Traffic Zone S/CTR - Special Control Zone	CTZ 0-2000
TMA - Terminal Control Area CTA - Control Area TIA - Traffic Zone SRA - Special Rules Area S/CTA - Special Control Area S/TMA - Special Terminal Control Area	CTA FL55-FL195
RMZ - Radio Mandatory Zone TMZ - Transponder Mandatory Zone	
Identification Zone	
French Peripheral Identification Line	
Generalised airway structure bewlo FL195 (LFC) & FL100 (M5219A) Awy Base Height at nearest boundary only.	FL35
Advisory Airway structure below FL195 (LFC) & FL100 (M5219A) Awy Base Height at nearest boundary only.	
RNAV FL100 (Airway Route with no boundary)	
Altimeter Setting Region (ASR)	
Helicopter Routes	
Overland Helicopter Routes	
Helicopter Corridors	
NOTICE	
EN ROUTE CHARTS SHOULD BE CONSULTED FOR DETAILED CONTROLLED AIRSPACE INFORMATION	

AERODROME PROTECTION ZONES	
Aerodrome or Landing Site protection against low level flight.	
Permanent	
Scheduled Consult Mil APD Times of Activity	
Seasonal 1 Apr - 30 Sep	
Parachute Dropping	
AERODROME AND NAVIGATION AIDS	
Aerodrome with hard runway over 3000ft	
Minor Aerodrome / Airfield	
Disused Aerodrome	
Minor Aerodrome / Airfield (6+ movements/day)	
Training Movements	
Microlight Site	
Microlight Site (Standard Avoidance)	
Glider Site	
Helicopter Landing Site	
Mountain Rescue Training Pick-up Point / Civilian Police / Helicopter Support Unit / Air Ambulance	
TACAN	
VOR/DME	
VOR/NDB	

GEN 2.3 CHART SYMBOLS *Continued.*

Low Flying Chart Symbology - Continued

Hang Glider Site	W
ATZ/MATZ Primary (ICF) if available	111.00
Marine Light	
Sea Plane Base	
Visual Reference Point (M5219-AIR only)	
Isogonals	2.5°W (Jul 2019)

NOTICE

HANG GLIDING
HANG GLIDING OCCURS IN THE UKLFS AT ANY HEIGHT; SEE UK MIL LFHB FOR DETAILS.
ALL SITES WILL BE ACTIVATED BY NOTAM AND ARE TO BE AVOIDED BY 1000FT VERTICALLY OR 0.5NM LATERALLY.
DURING W/E & PH, ALL SITES ARE AFFORDED WARNING STATUS.

AIRSPACE RESERVATIONS

PROHIBITED, DANGER AND RESTRICTED AREAS

Permanent Areas	ED D24 0-FL100
Scheduled Areas (Consult CALF for times of activity)	ED D24 0-FL100
By NOTAM Areas	ED D24 0-FL100

PARACHUTE DROPPING ZONES (EUROPE)

Permanent Areas	
Scheduled Areas (Consult CALF for times of activity)	
By NOTAM Areas	

SMALL ARMS RANGE

Permanent Areas	

LOW FLYING AVOIDANCES

Industrial Site / Environmental Avoidance	
Tactical Training Avoidance	
Avoidance Area	
Protection Area	
Medical Establishment	
Minor Town to be avoided within Tactical Training Area	

VERTICAL OBSTRUCTIONS

Supplied by Defence Geographic Centre (DGC)

575 MSL 329 AGL	Single		Multiple	
	Lit	Unlit	Lit	Unlit
General				
Chimney				
Steeple / Spire				
Lighthouse				
Overland wind turbine / Wind farm				

NOTICE

VERTICAL OBSTRUCTIONS
All known land obstructions above 200ft AGL (LFC) / 150ft AGL (M5219) [80ft within TTAs] are shown.

POWER TRANSMISSION LINES

Powerline on Pylons between 80ft - 200ft AGL	
Powerline on Pylons 200ft AGL or above	
Offshore installation(s)	
Offshore installation(s) with helicopter platform	
Offshore wind turbine / wind farm	

GEN 2.3 CHART SYMBOLS *Continued.*

Low Flying Chart Symbology - Continued

NOTICE
CAUTION CURRENCY OF POWERLINE LINE INFORMATION DIFFERS BETWEEN THE UK AND THE CONTINENTAL AREAS. POWER LINES OUTSIDE THE UK ARE DEPICTED IN ONE CATEGORY ONLY.
CAUTION THE POWERLINE AND THE OBSTRUCTION OVERPRINT INFORMATION HAS BEEN COMPILED FROM THE MOST RELIABLE SOURCES AVAILABLE. COMPLETENESS OF DETAIL, HEIGHTS AND ALIGNMENTS CANNOT BE GUARANTEED.

MAXIMUM ELEVATION FIGURES

The Maximum Elevation Figures (MEFs) shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions.

1800:	1 8

LOW FLYING INFORMATION - DAY

Tactical Training Area	
Weather Corridor	
Corridor Entry / Exit point	
Dedicated User Area	
Unidirectional Flow	
Multidirectional Flow	Not Below 1000ft agl Not Above 500ft agl
Unidirectional Flow Between Two Restrictions	
Start / End Of Entry / Exit Points	
Low Flying Area	
Transit Area / Corridor	
Flow Corridor	

Flow Dividing Line	
Cheviot Line	
JTIDS	

NOTE: Areas prohibited to Joint Tactical Information Distribution System (JTIDS) transmission. To be avoided by a radius of 1NM (SSR) or 2NM (DME).

HIRTAs (UK)

With obstruction and specified lateral avoidance	
No obstruction and no specified lateral avoidance	
No obstruction and specified lateral avoidance	

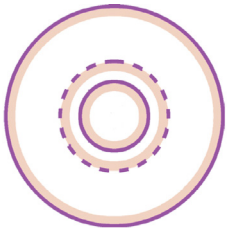
Transmitter Band

C 64676 (NOT UKLFHB SERIES No.)

Vertical Avoidance High Height

SUSCEPTIBILITY

Low	
Medium	
High	



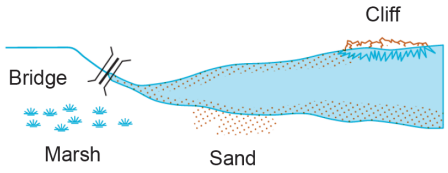
See UKMLFHB for explanation of the HIRTA scheme. (Section 1, Annex D, Para 9).

GEN 2.3 CHART SYMBOLS *Continued.*

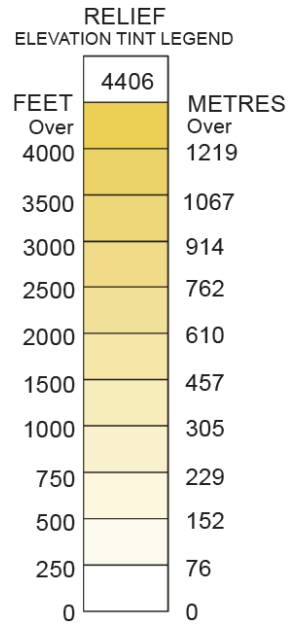
Low Flying Chart Symbology - Continued

NIGHT BOUNDARIES	
Night Area	
SAR/HELI	
Region/ROA	
FOST AREA	
FOST Area	
PIPELINE INSPECTION ROUTE (UK)	
PINS Dividing Line	
TOPOGRAPHY	
ROADS	
Motorway with service area, service area(limited access) and junction with junction number	
Motorway junction with limited interchange	
Motorway under construction with proposed opening date where known	
Main road	
Secondary road	
Main road under construction	
Road Tunnel	
RAILWAYS	
Multiple track	
Single track	
Dismantled railway	
Narrow gauge track	
Road crossing under or over	
Rail Tunnel	
GENERAL FEATURES	
Buildings	
Wood	

Lighthouse	
Power station	
Large industrial area	
Racecourse	
Town	
Village	
WATER FEATURES	



RELIEF	
Spot Height	3560



GEN 2.3 CHART SYMBOLS *Continued.*

Low Flying Chart Symbology - Continued

GROUND MARKS	
Various Ground Marks supplied by OS are not all shown on chart.	
Left facing horse	
Right facing horse	
Kiwi	
Cerne Abbas Giant	
Long Man of Wilmington	
Whipsnade lion	
Wye Memorial Crown	
Regimental badges	
Mormond Stag	
Cross	
Osmington White Horse