

## CHART GLOSSARY

**This glossary provides definitions that are unique and abbreviations commonly used in Jeppesen publications. No attempt has been made to list all the terms of basic aeronautical nomenclature.**

**Because of the international nature of flying, terms used by the FAA (USA) are included when they differ from International Civil Aviation Organization (ICAO) definitions. An arrow or vertical bar, that is omitted on all new pages, tables of contents, tabular listings and graphics, indicates changes.**

### DEFINITIONS

**ACCELERATE STOP DISTANCE AVAILABLE (ASDA)** — The length of the takeoff run available plus the length of the stopway, if provided.

**ADEQUATE VIS REF (Adequate Visual Reference)** — Runway markings or runway lighting that provides the pilot with adequate visual reference to continuously identify the takeoff surface and maintain directional control throughout the takeoff run.

**ADVISORY ROUTE (ADR)** — A designated route along which air traffic advisory service is available.

*NOTE: Air traffic control service provides a much more complete service than air traffic advisory service; advisory areas and routes are therefore not established within controlled airspace, but air traffic advisory service may be provided below and above control areas.*

**ADVISORY SERVICE** — Advice and information provided by a facility to assist pilots in the safe conduct of flight and aircraft movement.

**AERODROME FLIGHT INFORMATION SERVICE (AFIS)** — A directed traffic information and operational information service provided within an aerodrome flight information zone, to all radio equipped aircraft, to assist in the safe and efficient conduct of flight.

**AERODROME REFERENCE CODE** — A simple method for interrelating the numerous specifications concerning the characteristics of aerodromes so as to provide a series of aerodromes facilities that are suitable for the aeroplanes that are intended to operate at the aerodrome. The aerodrome reference code — code number and letter, which are selected for aerodrome planning purposes, have the meanings assigned to them as indicated in the table below:

Code Element 1			Code Element 2	
Code Number	Aeroplane Reference Field Length	Code Letter	Wing Span	Outer Main Gear Wheel Span <sup>a)</sup>
(1)	(2)	(3)	(4)	(5)
1	Less than 800m	A	Up to but not including 15m	Up to but not including 4.5m
2	800m up to but not including 1200m	B	15m up to but not including 24m	4.5m up to but not including 6m
3	1200m up to but not including 1800m	C	24m up to but not including 36m	6m up to but not including 9m
4	1800m and over	D	36m up to but not including 52m	9m up to but not including 14m
		E	52m up to but not including 65m	9m up to but not including 14m
		F	65m up to but not including 80m	14m up to but not including 16m

<sup>a)</sup> Distance between the outside edges of the main gear wheels.

*NOTE: Guidance on planning for aeroplanes with wing spans greater than 80m is given in the ICAO Doc. 9157 "Aerodrome Design Manual," Parts 1 and 2.*

**AERODROME TRAFFIC FREQUENCY (ATF)** — A frequency designated at an uncontrolled airport. An ATF is used to ensure all radio equipped aircraft operating within the area, normally within a 5 NM radius of the airport, are listening on a common frequency. The ATF is normally the ground station frequency. Where a ground station does not exist, a common frequency is designated. Radio call sign is that of the ground station, or where no ground station exists, a broadcast is made with the call sign "Traffic Advisory." Jeppesen charts list the frequency and the area of use when other than the standard 5 NM.

**AERODROME TRAFFIC ZONE (ATZ)** — An airspace of detailed dimensions established around an aerodrome for the protection of aerodrome traffic.

**AERONAUTICAL RADIO, INCORPORATED (ARINC)** — An international radio network providing air-to-ground communications available on a subscription (fee) basis.

**AIRCRAFT APPROACH CATEGORY (USATERPS)** — A grouping of aircraft based on a speed of  $V_{ref}$ , if specified, or if  $V_{ref}$  is not specified,  $1.3 V_{SO}$  at the maximum certificated landing weight.  $V_{ref}$ ,  $V_{SO}$ , and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. An aircraft shall fit in only one category. If it is necessary to maneuver at speeds in excess of the upper limit of a speed range for a category, the minimums for the next higher category should be used. For example, an aircraft which falls in Category A, but is circling to land at a speed in excess of 91 knots, should use the approach Category B minimums when circling to land. The categories are as follows:

**APPROACH CHART LEGEND NEW FORMAT  
(BRIEFING STRIP CONCEPT)**

**Effective 19 September 1997**

Approach charts are graphic representations of instrument approach procedures prescribed by the governing authority. The following pages briefly explain the symbols used on these charts. Not all items apply to all charts.

**GENERAL FORMAT**

**APPROACH CHART FORMAT**

HEADING	
COMMUNICATIONS	
PRE-APPROACH BRIEFING INFORMATION	MSA
APPROACH PLAN VIEW	
PROFILE VIEW	
CONVERSION TABLES	ICONS
LANDING MINIMUMS	

**AIRPORT CHART FORMAT**

HEADING
COMMUNICATIONS
AIRPORT PLAN VIEW
ADDITIONAL RUNWAY INFORMATION
TAKE-OFF AND ALTERNATE MINIMUMS

**IMPORTANT NOTE**

Legend pages titled "NEW FORMAT" contain information specific to charts formatted in the briefing strip concept. These legend pages include only the items that are unique to the New Format. For information not covered in the "NEW FORMAT" legend, refer to the regular "APPROACH CHART LEGEND" pages in the Airway Manual.

**SID/DP&STAR CHART LEGEND NEW FORMAT**
**Effective 16 August 2002**
**IMPORTANT NOTE**

Legend pages titled "NEW FORMAT SID/DP/STAR" contain information specific to charts formatted in the new SID/DP/STAR chart concept. These legend pages include only those items that are unique to the NEW SID/DP/STAR FORMAT. For information not covered in the NEW FORMAT SID/DP/STAR chart legend, refer to the regular SID/DP/STAR chart legend pages in the Airway Manual.

SID/DP& STAR charts are graphic illustrations of the procedures prescribed by the governing authority. A text description may be provided, in addition to the graphic, when it is furnished by the governing authority. Not all items apply to all charts.

**SID/DP/STAR CHART HEADING**

<b>③</b> EDDF/FRA	<b>JEPPESSEN</b>	<b>FRANKFURT/MAIN, GERMANY</b>	<b>①</b>
<b>④</b> FRANKFURT/MAIN	<b>⑤</b> 21 JUN 02	<b>⑩-3H</b>	<b>⑥</b> Eff 11 Jul
<b>⑦</b> 120.42	<b>⑧</b> 364'	<b>⑨</b> Trans level: By ATC Trans alt: 5000' 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.	

SID/DP/STAR chart heading consists of the following:

- |  |   |
|--|---|
| <b>①</b> City/Location and State/Country names.          | <b>②</b> Chart type identifier.                                 |
| <b>③</b> Jeppesen NavData/ICAO/IATA airport identifier.  | <b>④</b> Airport name.  |
| <b>⑤</b> Revision date, index number and effective date. | <b>⑥</b> Communication frequency.                               |
| <b>⑦</b> Airport elevation.                              | <b>⑧</b> Common placement of notes applicable to the procedure. |

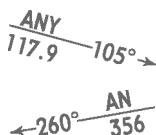
**SID/DP/STAR CHART PLAN VIEW**
**PROCEDURE TITLE**

Nav aids, intersections or waypoints identified in the procedure title (e.g., starting point of a STAR or end point of a SID/DP) are shown prominently for better identification. Nav aid boxes will include a shadowed outline, intersection or waypoint names will be shown in larger text size.


**SPEED RESTRICTIONS**

Speed restrictions that apply to the entire procedure are shown below the procedure title.

**SPEED: MAX 250 KT BELOW 10000'**

**SYMBOLS**

**RADIALS**

VOR Radials forming a position or fix. VOR Radials are bearings from the Nav aid. NDB bearings are to the Nav aid.

**AIRPORTS**

- |  |                              |
|--|------------------------------|
|  | Civil or Joint use Airport   |
|  | Airport with rotating beacon |
|  | Military Airport             |

## Nav2001

## AERONAUTICAL INFORMATION NAVDATA DATABASE AND CHARTS

## PROVIDED FOR USERS OF JEPPESEN NAVDATA SERVICES

## PREFACE

The purpose in providing the information contained in these pages is to highlight the major differences between Jeppesen's NavData database and Jeppesen's Enroute, Area, SID, DP, STAR, Approach, and Airport Charts.

Airways, departure procedures, arrival procedures, instrument approach procedures, and other aeronautical information is designed and created by more than 220 countries around the world. The information created by them is designed according to ICAO PANS OPS in most countries and according to the United States Standard for Terminal Instrument Procedures (TERPs) for the U.S. and many of the other countries.

*The basic design for most aeronautical information contained in instrument procedures has been created for the analog world.* The art of entering data into an aeronautical database is one that balances the intent of the original procedure designer and the requirements of FMS and GPS systems that require airborne databases.

All of the illustrations in this paper are from Jeppesen's library and are copyrighted by Jeppesen. The paper will highlight differences that will be found in the charts and databases produced by all the suppliers.

Virtually all the aeronautical databases are loaded according to the specifications in the Aeronautical Radio, Incorporated (ARINC) 424 standard "Navigation Databases." While the ARINC 424 specification covers a large percentage of the aeronautical requirements, it is impossible to write a specification that covers every combination of factors used to design and fly instrument procedures. Many of the differences between charts and databases are because there can be no standard implemented to have the information in both places depicted the same. There are some cases where it is desirable not to have the information the same because of the different type of media where the information is displayed.

Any attempt to detail the many minor differences, which may arise under isolated cases, would unduly complicate this overview. Therefore, the information provided is an overview only, and only major differences are included.

There are many different types of avionics equipment utilizing the Jeppesen NavData database. *The same database information may be presented differently on different types of airborne equipment. In addition, some equipment may be limited to specific types of database information, omitting other database information. Pilots should check their Operating Handbooks for details of operation and information presentation. A major factor in "apparent" differences between database and charts may be due to the avionics equipment utilized. As avionics equipment evolves, the newer systems will be more compatible with charts, however the older systems will still continue with apparent differences.*

Due to the continuing evolution caused by aeronautical information changes affecting both database and charting, items described herein are subject to change on a continual basis. This document may be revised for significant changes to help ensure interested database users are made aware of major changes.

A brief Glossary/Abbreviations of terms used is provided at the end of this document.