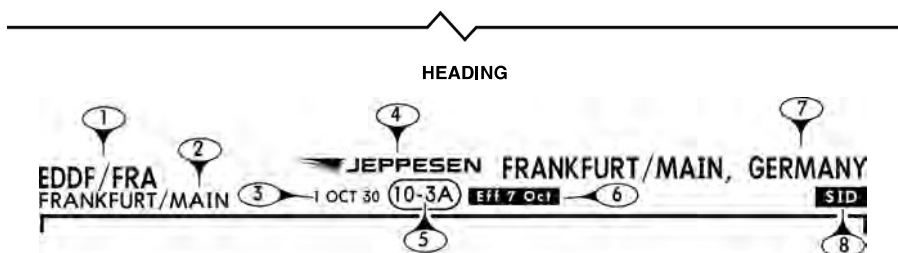


## SID/DP AND STAR CHART LEGEND

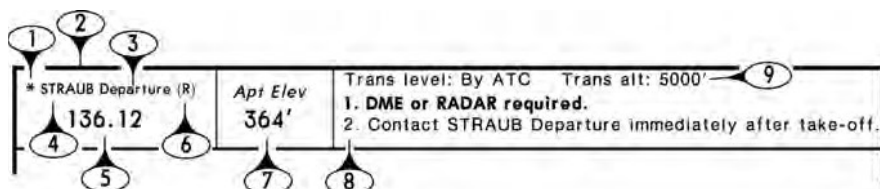
The SID & STAR section of the Jeppesen legend provides a general overview and depiction of Standard Instrument Departure (SID), Departure (DP), Standard Terminal Arrival Route/Standard Instrument Arrival (STAR), and Arrival charts. These charts are graphic illustrations of the procedures prescribed by the governing authority. A text description may be provided, in addition to the graphic, when it is supplied by the governing authority. All altitudes shown on SID/DP and STAR charts are MSL unless otherwise specified. All mileages are nautical, all radials and bearings are magnetic unless otherwise specified.



- |   |                                 |
|---|---------------------------------|
| 1 — ICAO indicators and IATA identifiers. | 6 — Chart effective date.       |
| 2 — Airport name.                         | 7 — Geographical location name. |
| 3 — Chart revision date.                  | 8 — Chart type identifier.      |
| 4 — Jeppesen company logo.                |                                 |
| 5 — Index number.                         |                                 |

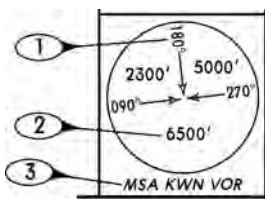
Charts are sequenced alphabetical or by runway number within similar type arrivals or departures.

## BRIEFING INFORMATION



- 1 — Indicates the service is part time.
- 2 — SID/DP Initial Departure Control Services or STAR Weather Services (e.g. ATIS) are depicted.
- 3 — Function of the service is shown when applicable.
- 4 — Service call sign is shown when transmit and receive, or transmit only ops are available. The call sign is omitted when the service is broadcast only or has a secondary function.
- 5 — All available primary frequencies are depicted.
- 6 — Indicates that radar services are available.
- 7 — Airport elevation is provided for Arrival/Departure airport.
- 8 — Procedure restrictions and instructions. Required equipment notes are prominently displayed.
- 9 — Transition Level and Altitude.

## MINIMUM SAFE or SECTOR ALTITUDE (MSA)



- 1 — Sector defining Radial/Bearing, always depicted inbound for the Navaid, Fix or Airport Reference Point (ARP).
- 2 — Minimum safe/sector altitude.
- 3 — Navaid/Fix/ARP the MSA is predicated on.

*NOTE: Normal coverage is a 25 NM radius from the forming facility/fix. If the protected coverage is other than 25 NM, that radius is depicted below the forming facility/fix. MSA is provided when specified by the governing authority for any procedure serving the airport.*

## CLIMB and ROUTING INSTRUCTIONS TABULATED TEXT BOX

Text description might be provided, in addition to the graphic, when it is supplied by the governing authority. Text should be used in conjunction with the graphic to fully understand the procedure to be flown. Neither the text nor the graphic is a stand alone representation of all instructions, speed, and altitude restrictions, but are a combined representation of the procedure.

1	2	3	4
RWY	INITIAL CLIMB		ALTITUDE
6	Fly runway heading or as assigned for vectors to join filed route.		All aircraft <b>MAINTAIN 4000'</b> or assigned lower altitude
24	(SOUTHBOUND) Fly runway heading or as assigned for vectors to join filed route.		
	2 ROUTING	3	
EXPECT further clearance to filed altitude within 10 minutes after departure.			

Tabulated Text boxes, which include a wide variety of actions, instructions, or restrictions for the pilot, have certain common elements of design for SID, DP and STAR procedures.

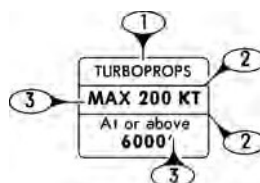
- 1 — General identification applying to certain sections of the procedure, such as Runway, Arrival or SID identification.
- 2 — Segment of flight, such as Initial Climb, Routing, or Landing may be identified.
- 3 — Textual description, which compliments the graphic-based depictions or unique instructions, that cannot be graphically represented.
- 4 — General restriction that cannot be incorporated in the graphic or that would enhance understanding of procedure.

### GRAPHIC — INFORMATION BOXES

Information boxes are generally tied to the track, fix, or navaid to which the information applies. The content is associated with the graphic depiction on SID, DP, and STAR charts. Information boxes include a wide variety of actions, instructions, or restrictions.

Though information boxes vary widely based on the complexity of procedures, they do have certain common elements of design.

- 1 — Heading, if included, represent the who, what, where, or why of the information box.
- 2 — Instruction lines are used to separate instructions and conditions for improved clarity.
- 3 — Instructions or conditional statements associated with track, fix, navaid, or procedure.



### GRAPHIC — LOST COMMUNICATIONS PROCEDURE

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Unique lost communication instructions, provided by the governing authority for a procedure, are placed within the graphic and are outlined by the lost communication boundary.

### GRAPHIC — SPEED RESTRICTIONS

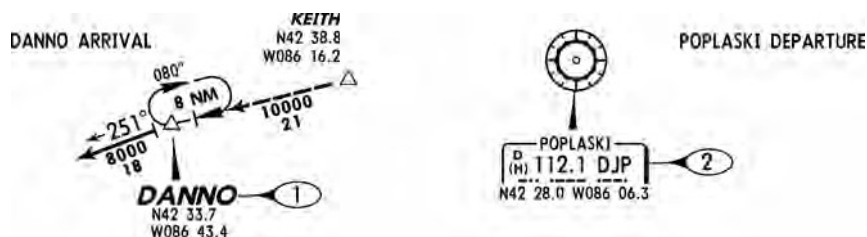
Speed restrictions that apply to the entire procedure are shown below the procedure title.

***SPEED: DO NOT EXCEED 230 KT UNTIL ADVISED BY ATC***

Speed restrictions vary widely within individual procedures. They can be in the tabulated text, boxed, and/or placed in information boxes at the associated track, fix or phase of flight.

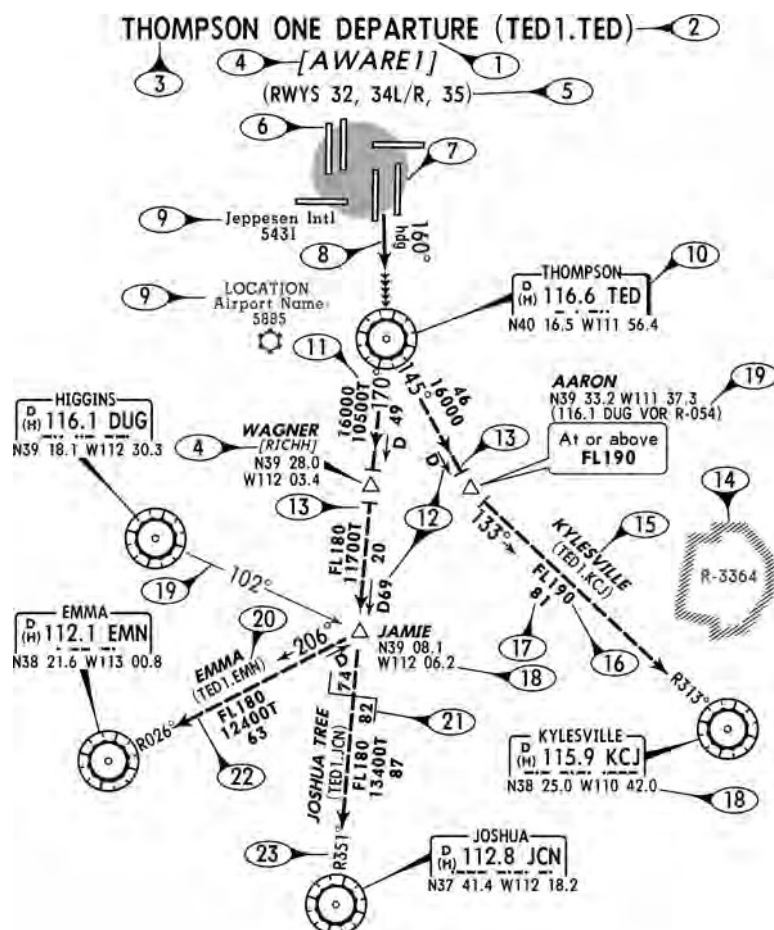
### GRAPHIC — STARTING POINT AND END POINT OF STAR, DP, AND SID PROCEDURES

Nav aids, intersections, or waypoints identified in the procedure title are shown prominently for easy identification of the starting points on STARs, and the ending points on SID or DP procedures.



- 1 — Intersection or waypoint names are shown in larger text.
- 2 — Navaid boxes include a shadowed outline.

## GRAPHIC



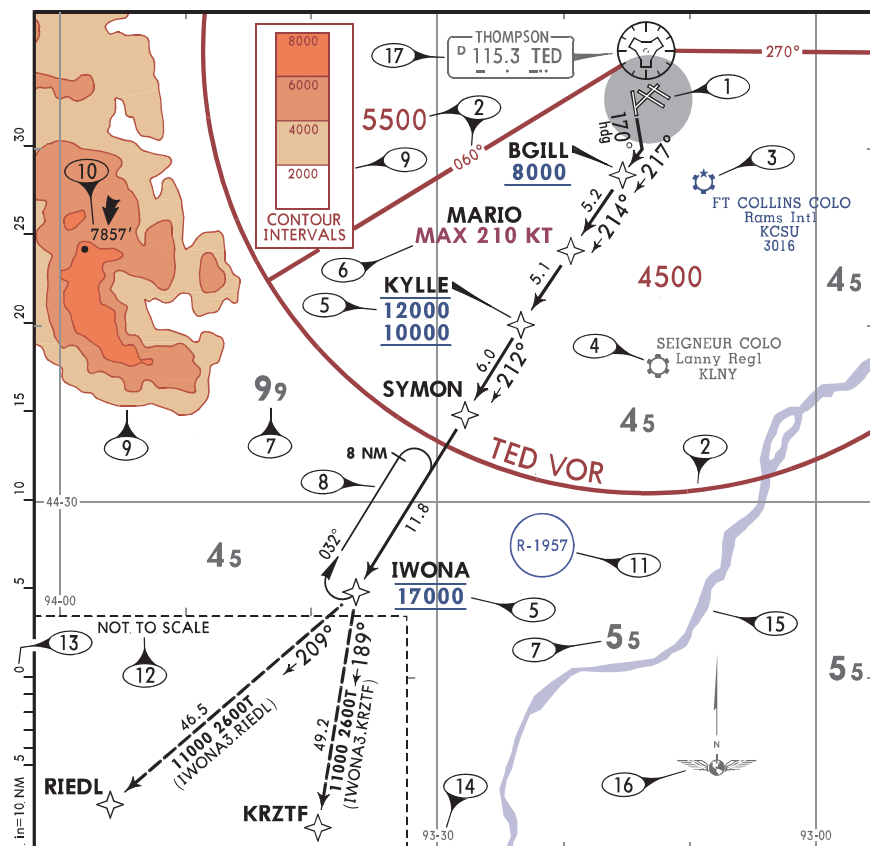
- 1 — Type of procedure.
- 2 — Arrival/Departure code.
- 3 — Arrival/Departure name.
- 4 — Database identifiers are included when different than the Arrival/Departure code or name.
- 5 — Specified qualifying statements, such as runways, navigational requirements, or aircraft type.
- 6 — Runway layout is provided for all hard surface runways.
- 7 — Arrival/Departure airport is highlighted with circular screen.
- 8 — Arrival/Departure track of procedure represents a common course used by multiple transitions.
- 9 — Airport is listed only when SID, DP, or STAR also serves multiple airports, which are screened.
- 10 — Starting Point of STAR and end point of SID/DP procedures are shown prominently.
- 11 — T placed after altitude denotes a Minimum Obstruction Clearance Altitude (MOCA).
- 12 — Radial and DME forms the fix. The DME, if not displayed is the segment distance, if shown it is the total distance from the forming Navaid.
- 13 — Altitude T is placed when the altitude changes along a track at other than a Navaid.
- 14 — Certain Special Use Airspace Areas are charted when referenced in procedure source.

## SID/DP AND STAR CHART LEGEND

- 15 — Transition name placed on the last segment of the SID/DP and the first segment of STAR procedures.
- 16 — Minimum Enroute Altitude (MEA) unless otherwise designated.
- 17 — Segment distance.
- 18 — Coordinates of fix or Nav aids.
- 19 — Formation radials are presented in many ways based on Navaid position & compositional space.
- 20 — Route identification code.
- 21 — At the Changeover point, the pilot changes primary navigation to the next Navaid.
- 22 — Transition track.
- 23 — VOR radial on which aircraft is flying inbound towards the Navaid.

## GRAPHIC — TO SCALE DEPICTION

Jeppesen has begun to use a To Scale graphical illustration for Standard Instrument Departure (SID), Departure (DP), Standard Terminal Arrival Route/Standard Instrument Arrival (STAR), and Arrival procedures to enhance terrain/situational awareness. The general philosophy is to depict as much of the area around the arrival/departure airport as possible To-Scale. As a result, there are several differences between our new To-Scale, and the traditional Not-To-Scale, graphic depictions. Those differences are explained below.



- 1 — Runway diagram of the primary airport is shown using the same scale as the to-scale area of the graphic.
- 2 — Minimum Sector Altitudes (MSA), indicating the sectors (to-scale) and corresponding altitudes are shown.
- 3 — For procedures that serve multiple airports, those airports served by the procedure but not considered as the primary are shown using a blue color.

## SID/DP AND STAR CHART LEGEND

- 4 – All IFR airports not served by the procedure that are located within the boundaries of the To-Scale portion of the procedure graphic are shown using a subdued grey color. For procedures under the jurisdiction of the FAA, only those airports not served by the procedure and with at least one hard surface runway 6000' or greater in length will be shown using a subdued grey color.
- 5 – Procedure altitude restrictions are depicted blue in color and use line-work above and or below the value to indicate usage. See the following table for the meaning of each depiction:

Depiction	Altitude Usage
<u>8000</u>	Minimum Altitude At or Above Altitude Above Altitude
<u>8000</u>	Maximum Altitude At or Below Altitude Below Altitude
8000	Recommended Altitude
<u>8000</u>	Mandatory Altitude At Altitude
<u>12000</u> <u>10000</u>	Minimum & Maximum Altitudes Between Altitudes

- 6 – Speed restrictions are shown in magenta. Speed restrictions are at times, combined with procedure altitudes.

MAX 270 KT MIN 210 KT At 230 KT
SPEED: MAX 250 KT BELOW FL150
MAX 270 KT <u>8000</u> MAX 270 KT <u>8000</u>
MAX 200 KT Until IWONA Expect clearance to cross <u>8000</u>

- 7 – Within To-Scale areas grid MORAs will be depicted with latitude/longitude defining the applicable sector. Sectors are formed by 30 minutes or one degree of latitude and longitude. The MORA value is shown using a large and small number. The large numbers represent thousands and the small numbers represent truncated hundreds. All Grid MORA values are shown using a grey color.
- 8 – Holding pattern leg lengths are depicted to scale. When a holding limit has been defined as a DME distance or NM leg length, those limits are shown along the outbound leg.
- 9 – Generalized terrain contours may be depicted based on several geographic factors. The elevation values applicable to the contour lines shown are indicated within a contour legend.
- 10 – The highest terrain high point or man-made structure that falls within the To-Scale portion of the graphic is shown and highlighted with an arrow.
- 11 – Special use airspace that has been identified by the State Authority as having significance are shown with a blue line indicating the outer boundaries.
- 12 – NOT TO SCALE insets will be used for the depiction of transition information when the chart scale used does not facilitate a to-scale depiction of the entire procedure. Information within the area indicated is depicted not to scale.
- 13 – The scale used for graphic depiction is indicated.
- 14 – Latitude/Longitude tics are shown in 10 minute increments along the neat line. The appropriate 30 minute or 1 degree tics are extended to form the MORA grid.
- 15 – Large rivers and water bodies are shown.
- 16 – Normally the graphic will be oriented with north being towards the top of the chart. At times a much better depiction can be obtained by using a different orientation. A north arrow is always shown to indicate the type of orientation used.
- 17 – Secondary navaid boxes, for navaids not directly used for procedure navigation, will be depicted using a grey color to differentiate them from primary navaids.

END OF SID/DP AND STAR LEGEND