



AERODROME / AIRPORT DIAGRAM CHART LEGEND

INDOAVIS[®]

These charts are for training purposes only
and not to be use for flight

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**INTRODUCTION TO INDOAVIS
AERONAUTICAL CHART
USER'S GUIDE**

English Version

**AERODROME
CHART LEGEND**

AERODROME CHARTS LEGEND

GENERAL

The aerodrome chart is typically printed on the reverse side of the first approach chart in the series. At many airports, especially large terminals, the airport chart will precede the first approach chart and contain an enlarged diagram.

Aerodrome charts depict communications frequencies as well as runway, taxiway and ramp information. Additionally, approach and runway lighting, declared distances, IFR and obstacle departure procedures, and take-off and alternate minimums are shown.

In the example of a chart with an enlarged diagram, this information will usually be printed on the reverse side of the airport diagram. Separate charts may be included that depict detailed ramp areas and parking positions as well as low visibility taxi routes.

CORRECTIONS, COMMENTS

FOR CHART ERRORS,
OR FOR CHANGES, ADDITIONS
RECOMMENDATIONS ON PROCEDURAL ASPECTS PLEASE CONTACT:

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Frequently asked questions (FAQ) are answered on our website at :

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<http://www.indoavis.net>

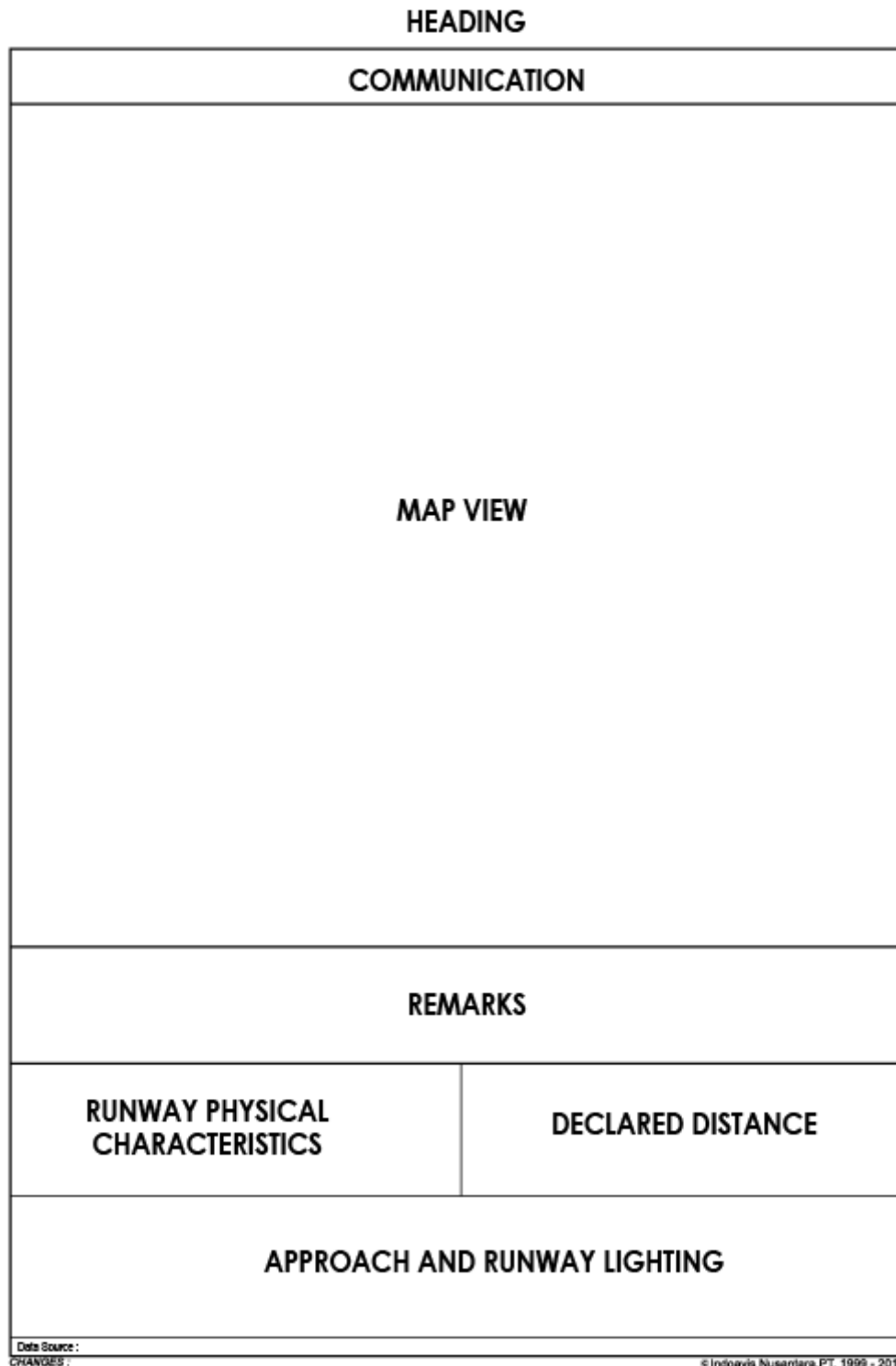
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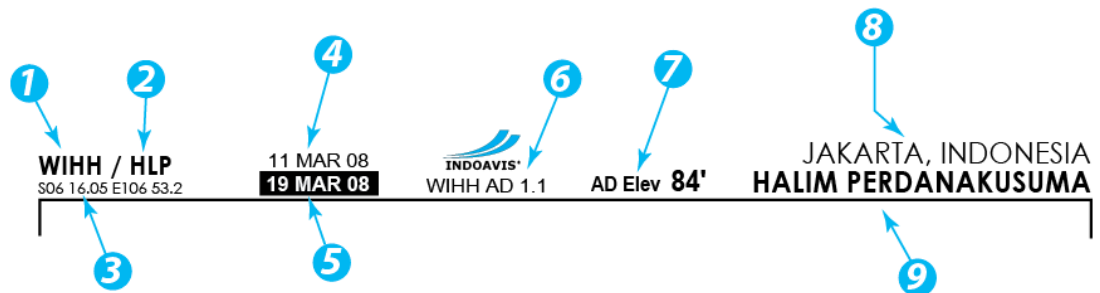
See the FAQs prior to contact number or email.

GENERAL CHART FORMAT

The seven step of Indoavis Aerodrome chart layout



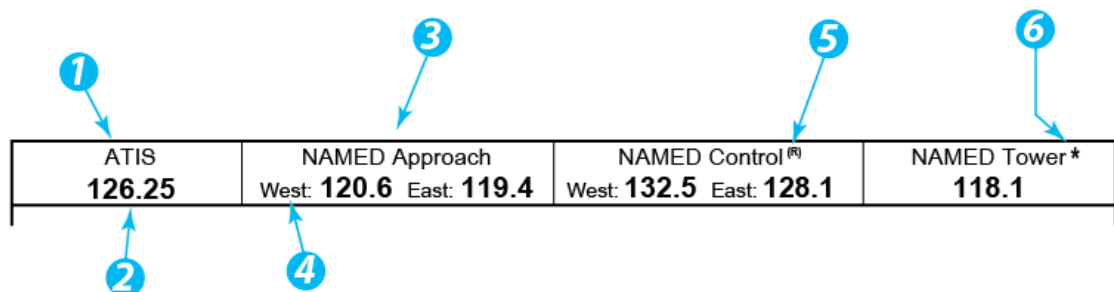
HEADING



OVERVIEW OF HEADING FEATURES

1. ICAO Code Location identifier
2. IATA Code Location identifier
3. Geographic latitude and longitude coordinates represent the location of the ARP
4. Revision dates by (AIRAC DATE)
5. Effective dates
6. Index and code number chart
7. Airport elevation in Feet
8. Geographic Location City, Country
9. Airport Name

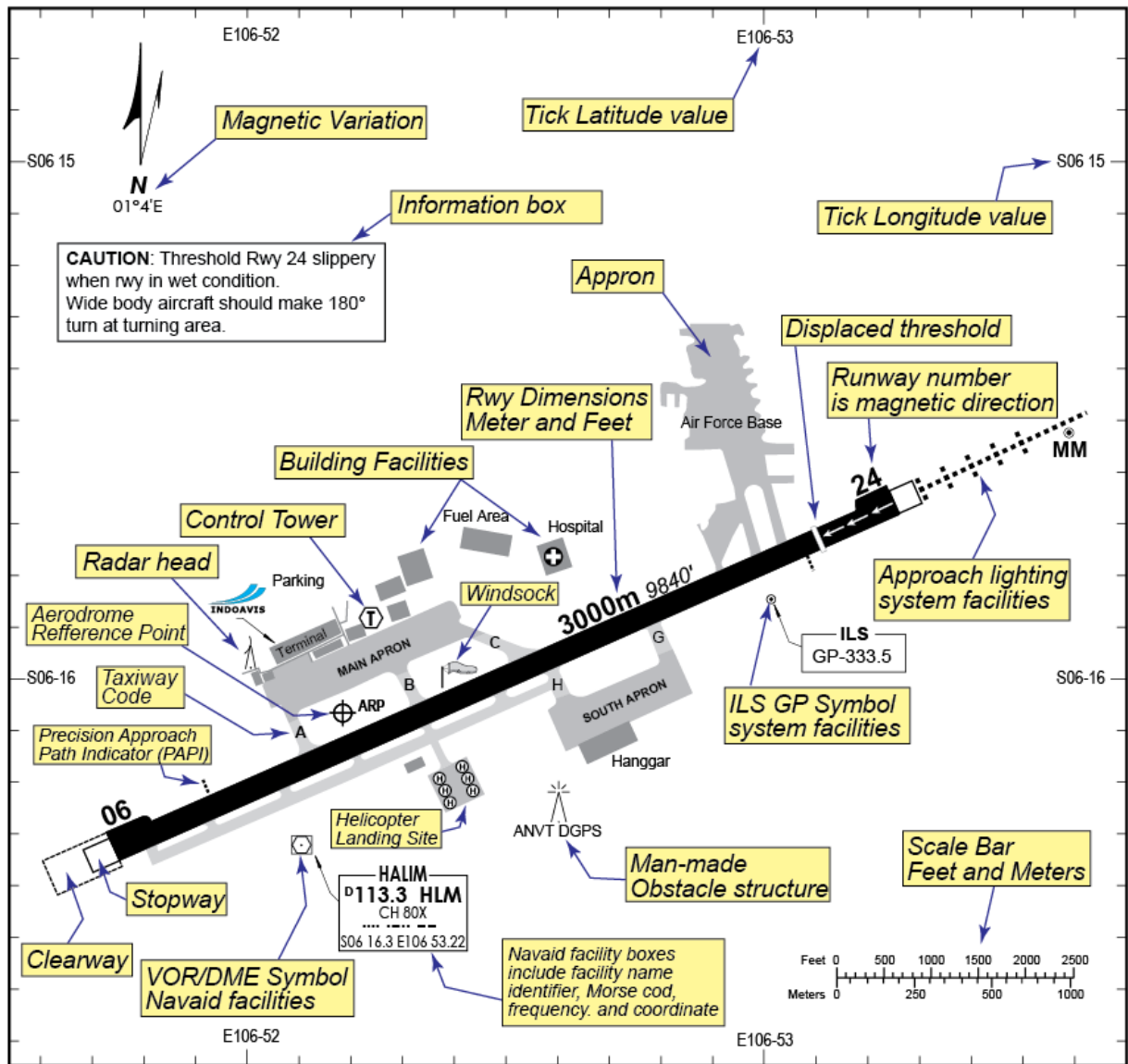
COMMUNICATION



OVERVIEW OF COMMUNICATION FEATURES


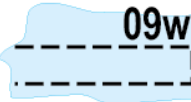






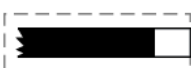

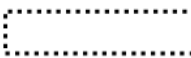
1. ATIS Facilities (Automatic Terminal Information Services)
2. Frequencies
3. Facilities Name
4. Location facilities
5. Radar (R) is available
6. An asterisk (*) indicated part-time operation

MAP VIEW
Briefing Sequence












AERODROME CHART LEGEND MAP VIEW SYMBOLS




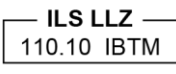
1. SYMBOLS

2500m 8200'	Runway length (meters and feet)
	Runway number in magnetic direction Rounded to close (093 -> 09)
	Seaplane operating area or water runway
	Paved runway
	Unpaved runway
	Displaced threshold
	Runway close
	Stop-way or overrun
	Clearway
	Runway strip
	Designated stop bar or designated holding position.
	Area under construction










2. RADIO NAVIGATION AIDS

	LOC/LDA/ SDF/MLS	Transmitter (Shown when installation is offset from its normal position off the end of the runway)
	LOC/DME	Collocated LOC and DME radio navigation aids
	VOR	VHF omnidirectional radio range
	NDB	Non-directional radio beacon
	TACAN	Tactical air navigation aid
	DME	Distance measuring equipment
	VOR/DME	Collocated VOR and DME radio navigation aids
	VORTAC	Collocated VOR and TACAN radio navigation aids
	Compass rose	<ul style="list-style-type: none"> Compass rose To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North), Compass rose to be used as appropriate in combination with the following symbols: (VOR, VOR/DME, TACAN, VORTAC)


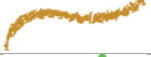







3. RADIO NAVIGATION AIDS INFORMATION

NDB (Secondary)		<p>Navaid facility boxes include facility name, identifier, Morse code, frequency and geographic coordinate.</p> <p>In VOR/DME and VORTAC facility boxes the letter "D" Indicate DME.</p>
VOR, (Primary)		
VOR/DME		
ILS, LOC, LDA, SDF, MLS (primary)		





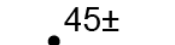

4. REFERENCE FEATURES

	ARP	Aerodrome Reference Point
	ARP	Aerodrome Reference Point located on runway centerline
	CT	Control Tower
	Heliport	Helicopter Landing site
	Helideck	A white letter H indicates an area reserved for take-off and landing of helicopters.
	Windsock	Windsock
	UNLIT	Wind Direction
	LIT	
		<ul style="list-style-type: none"> - Taxiway with code - Apron - Terminal Building


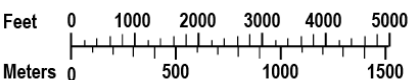
5. CULTUR FEATURES

	Building / Terminal
	Bluff
	Trees
	Road
	Railroad
	Transmission lines
	Oil Tanks
	Lighted pole
	River

6. OBSTACLE

	<p>Tower Unlighted</p>	<p>Man-made structure.</p>
	<p>Tower Lighted</p>	<p>Man-made structure.</p>
	<p>Obstacle Structure</p>	<p>Unidentified man-made structure</p>
	<p>Spot Elevation</p>	<p>Mean Sea Level (MSL) elevation at top of terrain high point/man-made structure.</p>
	<p>Spot Elevation</p>	<p>unsurveyed accuracy</p>
		<p>Generalized terrain contour information. The Gradient tints indicate the elevation change between contour intervals</p>

7. MAGNETIC BEARING AND SCALE

	<p>Bearing magnetic variation Magnetic declination is the angle between magnetic north (the direction the north end of a compass needle points) and true north. The declination is positive when the magnetic north is east of true north. The term magnetic variation is a synonym</p>
<p>Scale Bar</p>	

ADDITIONAL RUNWAY INFORMATION

RWY	1 RUNWAY PHYSICAL CHARACTERISTICS					2 DECLARED DISTANCE						
	Dimensions of RWY	STRENGTHS SURFACE	Threshold		Slope	Dimension			TORA	TODA	ASDA	LDA
			Coordinates	Elevation		SWY	CWY	RWY Strip				
12 (120°)	2180 x 45m 8135 x 148'	PCN 70 F/C/X/U ASPHALT	S02 34.27	289'	0.3%	60 x 45m	300 x 90m	2300 x 150m	2180m	2180m	2240m	2180m
30 (302°)			E140 30.51						S02 34.87	E140.31.31	2180m	2180m

3 APPROACH AND RUNWAY LIGHTING

RWY	APCH LIGHT Type LEN	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT Length Spacing colour	RWY edge LGT LEN Spacing Colour	RWY End lgt Colour WBAR	SWY LGT LEN (M) colour	Remarks
12 (120°)	NIL	Green	VASIS	NIL	NIL	WHITE	RED	NIL	
30 (302°)	AVBL	Green	VASIS	NIL	NIL	WHITE	RED	NIL	

Data Source : NOTAM, AIP Indonesia 7th edition (2000)

CHANGES : New

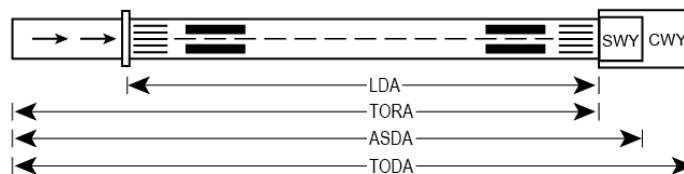
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1 RUNWAY PHYSICAL CHARACTERISTICS, for each runway, including

- Runway heading in magnetic
- Runway Dimension, in meters and feet
- Strength Surface. PCN (Pavement Classification Number)
 - 70 - The pavement Classification Number
 - F - The type of pavement
 - C - The sub grade strength category
 - X - The tire pressure category
 - U - Pavement calculation method
- THR Coordinate
- THR Elevation
- Slope

2 RUNWAY DECLARED DISTANCE, for each runway, including









- SWY : Stop-way
- CWY : Clearway
- RWY Strip
- LDA : Landing distance available
- TORA : Take-off run available
- ASDA : Accelerate-stop distance available
- TODA : Take-off distance available



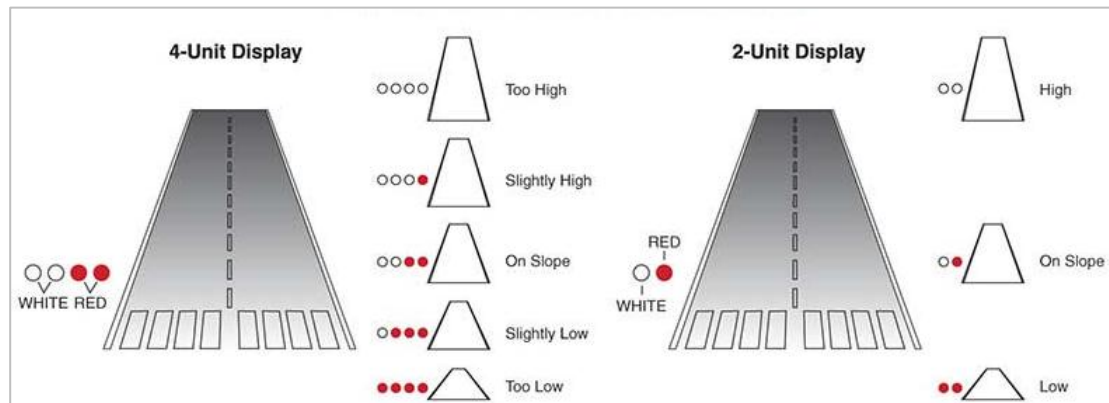
3 APPROACH AND RUNWAY LIGHTING, for each runway, including

- Runway heading in magnetic
- Runway dimension
- Type, length and intensity of approach lighting System
- Runway threshold lights, color and wing bars
- Type of visual approach slope indicator system
- Length of runway touchdown zone lights
- Length, spacing, color and intensity of runway center line lights
- Length, spacing, color and intensity of runway edge lights
- Color of runway end lights and wing bars
- Length and color of stop-way lights
- Remarks

APPROACH AND RUNWAY LIGHTING SYMBOLS

	HIAL CAT1	High Intensity Approach Lighting Category 1
	HIAL CAT2	High Intensity Approach Lighting Category 2
	Simple HIAL	High Intensity Approach Lighting Simple
	Low IAL	Low Intensity Approach Lighting
	T-VASIS (T-VASI)	Tee Visual Approach Slope Indicator. (left and right side of runway)
	AT-VASIS	Abbreviated Tee Visual Approach Slope Indicator (L or R indicates left or right side of runway only).
	PAPI	Precision Approach Path Indicator (L or R indicator left or right side of runway only)
	PLASI	Pulsating Visual Approach Slope Indicator, normally a single light unit projecting two colors. (L or R indicates left or right side of runway only).

PRECISION APPROACH PATH INDICATOR



PAPI : From the Pilot's View