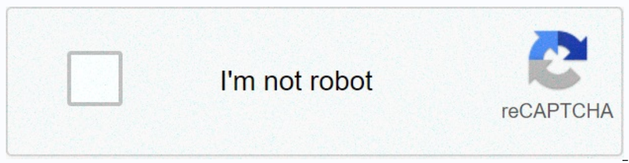

Continue

Ifr chart legend

When you arrive at the FAA test centre, you will have a piece of paper, a pencil and a test supplement notebook. The test will refer to the images and graphs that can be found in the additional notebook. The notebook also includes a caption on the first page. This caption can answer many of your questions about how to interpret an image or graph and how to identify and answer certain airspace-related questions. We believe it deserves a special call before discussing airspace and airport data. If in doubt, check the caption! This caption is also followed by the graphic supplement caption, look at it before the test. How many of these symbols have you seen? 1) Autonomous AWOS/ASOS weather stations Not connected to an airport, you will find AWOS and ASOS autonomous stations mapped on en route maps. They are common in places like the Colorado Rockies, where a few standalone weather stations have been installed to help you analyze localized mountain weather. The LF/MF airways (NAVAID LF/MF-based airways) are sometimes referred to as coloured airways because they are identified by name and colour number (e.g., Amber One, mapped A1). The green and red airways are traced east and west, and the amber and blue airways are traced north and south. Regardless of their colour identifier, the LF/MF airways are shown in brown. They are most commonly found in Alaska, but one remains in the lower 48. It is called G13 and sailed off the NDB Manteo (MQI), located along the North Carolina coast. There are two RNAV helicopter routes (TK links) in the northeast corridor between the Washington, DC and New York metropolitan areas. TK routes are used by helicopters approved by the IFR-approved Global Navigation Satellite System (GNSS). In colder parts of the country, instrument approaches require cold weather corrections. It is your responsibility to ensure that you know how to correct altitudes and which segments of the approach need to be corrected. Ambler is an NDB-DME with the NDB frequency of 403, as well as a DME channel of 108, both of which are listed on the en route graph. The MCA (Minimum Crossing Altitude) is 8,400 MSL when it flies south, as you can see on the graph. This shady box indicates that the flight service station and NAVAID have the same name. Unusable route segments are mapped when an airway is or is no longer in service. They are a good reminder to drivers who may have frequently used the road that it is closed. If you fly along this route to the MEA, you could lose ground navigation coverage along this segment of V134. If you find data on a graph en route that has crosshatching, it indicates that there is an abnormal status. To understand why, you will need to check the NOTAMs. What other rare symbols did IFR symbols miss? Tell us in the comments below. Page Page Your landings leave a lasting impression on your passengers. Review these common landing errors to make sure your landings are smooth for your next flight... 1) Not aligning with the axis During crosswind landings, it can be difficult to align your nose with the axis, but not doing so can lead to a loaded side landing. Side landings increase your risk of bursting your tires or runway excursions. Also, in a strong crosswind, your tail weather vanes in the wind, leading you to the place where you don't want to be: the edge of the track. 2) Torching too early and too much flaring too early and with too much force can make you gain altitude and increase your angle of attack, putting you at greater risk of a balloon and landing hard. Watch the runway to zoom in on your windshield, gently remove the controls to pass to your flare and look down the runway to judge your height above the ground. With a little practice, you're going to make a perfect touchdown. 3) Do not idle the throttle Each aircraft will have a different power setting as you cross the threshold, so check your POH. On most aircraft, you will idle the throttle when you start your flare. If you leave the power, you will have too much energy (speed), your touchdown will be delayed when you enter the ground effect, and you float beyond your touchdown point. Don't make the mistake of saving a wrong approach. We've all been there - sometimes an approach just doesn't work. If you're not stabilized, add all the power, pitch, clean your shutters, and try the model again.5) Using too much braking Go easy on your brakes! In most cases, you have more than enough track to stop without even touching the brakes. Avoid using a sudden braking action unless necessary. Excessive braking increases wear and increases your risk of losing directional control. Take the next step... Improve your landings and get free access to our all-new online landing bootcamp. In December, we do something we have never done before. We are adding an 8-session livestream landing bootcamp for all mastering takeoffs and landings customers. These online courses will help you build confidence for all kinds of landings, traffic patterns, gusts and crosswind conditions. This is a new free part of our mastering take-offs and landings course, which already includes more than 3 hours of content. The will be on Thursday, December 3, at 11:59 p.m. Pacific Time. To register automatically, buy mastering takeoffs and landings now. You will also benefit from an automatic 15% discount. Become a better pilot. Subscribe to the Boldmethod email and get real-world flight advice and information directly to your inbox every week. Page 3 If this happens to you in flight, be careful.1) Vibration changes There are a variety of reasons why an engine can malfunction. Components damaged, damaged, ice and poor mixing management are some of the most common reasons. Start looking for the cause right away, and if you can't solve it, plan to get on the floor before things get worse.2) Headache, blurred, or nausea if you have a cracked silencer and you have your heater on it, carbon monoxide can start coming into the cabin. And if that happens, your first signs of carbon monoxide poisoning will most likely be these symptoms: As pilots, we become intimately familiar with how our planes sound. Any unusual noises, whether electrical or mechanical, should be paid special attention to.4) Seat Of Your Pants Feeling: Uncoordinated flight Have you ever flown uncoordinated or way out of the pad? You may feel falling on the side of your seat. This should tell you that you need to re-cut, add rudder pressure, or that flight controls may encounter a problem. Hypoxia occurs when your body is deprived of oxygen. If you start experiencing hypoxia, there could be something wrong with your pressurization system or your oxygen system. There are many symptoms of hypoxia, and unfortunately, each pilot reacts differently. Here are some of the most common symptoms: euphoria, cyanosis, visual impairment, headache, impaired judgment, drowsiness.6) Strong smells Have you ever felt anything on the plane that wasn't quite right? Maybe it was a strong smell of electrical component, gas or smoke. Pay attention to what your nose tells you because it might be a great indicator that something is going wrong.7) Significantly different control pressures You probably know how your plane feels when it flies. If you notice unusually heavy or light control forces, or something catch as you pull the yoke, there could be something wrong with the control rigging. What else? What other physical clues can tell you that something is wrong? Tell us about your experiences in the comments below. Protect your certificate with AOPA Pilot Protection Services. Sign up today and save $20. Learn more and start here. Become a better pilot. Subscribe to the Boldmethod email and get real-world flight advice and information directly to your inbox every week. The objective of ENR IFR flight en route is to navigate the lateral boundaries of a designated airway at an altitude in accordance with ATC authorization Your ability to fly instruments safely and competently in system is greatly improved by understanding the wide range of data available to the pilot on instrument maps that AeroNav Products maintains and produces maps for the U.S. government En route high altitude maps provide aeronautical information for navigation to en route instruments to or above 18,000' MSL Information includes representation of The Jet and RNAV routes , identification and frequencies of radio aids, certain airports, distances, time zones, special special use and related information Update routes from 18,000 MSL to FL 450 use navaids no more than 260 NM apart Maps are revised every 56 days To effectively depart from an airport and sail en route in instrument flight conditions, a pilot needs the appropriate IFR en route low altitude map (s) The low-altitude IFR map en route is the instrument equivalent of the sectional map When folded , AeroNav Products En route chart coverage displays an index map of the United States showing coverage areas Cities near congested airspace are shown in black and their associated area chart is listed in the box in the bottom left corner of the map cover box Also noted is an explanation of off-road obstruction clearance altitude (OROCA) The date of entry The folded card Information about TMRs are also included on the cover of the chart En route maps are reviewed every 56 days When the AeroNav en route product table is unfolded, the caption is displayed and provides information on airports, NAVAID, communications, air traffic services and airspace, airport information is provided in the caption , and the symbols used for the name of the airport, the altitude and length of the runway are similar to the presentation of sectional maps The names of associated cities are displayed for public airports only FAA identifiers are for all airports, ICAO identifiers are also displayed for airports outside the contiguous approaches of the U.S. Instrument at airports with blue or green symbols , while the airport's brown symbol refers to airports that do not have instrument approaches Stars are used to indicate the part-time nature of tower operations, Automatic Terminal Information Service (ATIS) frequencies, part-time or on-demand lighting installations. , and part-time airspace classifications Airport legend en route The minimum en route altitude (MEA) provides a sufficiently strong navigation signal for adequate reception by the Air Navigation Receiver (NAV) and the clearance of obstacles along airway communication is not necessarily guaranteed with mea compliance , is usually 1000' in non-mountain areas and 2,000' in mountainous areas designated MEA can be allowed with breaks in signal coverage; If so, the chart notes on the way MEA GAP products parallel to the MEA of the affected airways are generally two-way; however, these may be single-direction arrows to indicate the direction in which the MEA applies The Minimum Obstruction Clearance Altitude (MOCA), as the name suggests, provides the same obstruction authorization as an AEM; however, the reception of the nav signal is only guaranteed in the 22 NM of the nearest Navaid route Defining the route The MOCA is listed below the MEA and shown on AeroNav Products maps by a asterisk (e.g., 3400 - see Figure 1-2, V287 at bottom left) Minimum reception altitude (RNA) identifies the lowest altitude at which an intersection can be determined from an off-road NAVAID If reception is based on the line of sight, Signal coverage extends only to RNA or above However, if the aircraft is equipped with distance measurement equipment (DME) and the graph indicates that the intersection can be identified with this equipment, the pilot could define the fix without reaching the MRA On AeroNav Products maps, the ARM is indicated by the symbol and the altitude preceded by MRA (e.g., MRA 9300). [Figure 1-2] The Minimum Crossing Altitude (MCA) is mapped when a higher mea road segment is approached The MCA is usually indicated when a pilot approaches a steep terrain and the clearance of obstacles and/or signal reception are compromised In this case, the pilot is required to initiate a climb so that the MCA is reached by the time the intersection is crossed on the AeroNav product cards, the MCA is indicated by the symbol, and the victor airway number, the altitude and direction at which it applies (e.g. V24 8000 SE) The maximum authorized altitude (MAA) is the highest altitude at which the airways can be flown with the assurance of receiving adequate navigation signals Map representations appear as MAA-15000. When an AEM, MOCA and/or MAA change in a segment other than an NAVAID, a lateral T () is shown on the graph If there is a break in the airways without the symbol, it can be assumed that the altitudes have not changed (see the upper left area of Figure 1-2) When a change from MEA to a higher MEA is required, the climb can begin at the break, thus ensuring the clearing of obstacles. [Figure 1-4] Very High Frequency Omnidirecte Ranges (VSRs) are the main NAVAIDs that support the Victor and Jet airways Many other navigational tools are also available to the pilot For example, non-directional beacons can broadcast signals accurate enough to provide autonomous approaches, and the DME allows the pilot to identify a report point on the airways Although primarily navigational tools, these NAVAID can also transmit voice broadcasts Tactical air navigation channels (TACAN) are represented as two- or three-digit numbers following the three-letter identifier in NAVAID boxes AeroNav Products terminal procedures provide a frequency matching table for TACAN sites only. On AeroNav maps very high-frequency and ultra-high frequency NAVAIDs (VHF/UHF) (e.g., vors) are shown in black, while low frequencies and medium frequencies (LF/MF) are shown as brown. [Figure 1-5] En route ATC and Airspace Legend Intersections along the airway road are established by a variety of NAVAIDS An open triangle indicates the location of an ATC reporting point at an intersection If the triangle is solid, a report is mandatory [Figure 1-4] 1-4] Locators, and off-road vors are used to establish intersections NDBs are sometimes collocated with intersections, in which case the BND crossing would mark the intersection A rolling to an off-road NDB can also provide intersection identification A location course used to identify an intersection is represented by a feathered arrowhead symbol on the en route graph () If feather marks appear on the left side of the arrow , a back-race signal (BC) is transmitted on AeroNav Products en route maps, the locator symbol is only shown to identify an intersection Off-road VSRs remain the most common way to identify intersections when moving on a hollow arrowhead indicating that the DME is allowed to identify intersections If the DME mileage at the intersection is a cumulative distance of route segments , mileage is totaled and indicated by a D-shaped symbol with a mileage number inside [Figure 1-4] Approved units of the IFR Global Positioning System (GPS) can also be used to report DME and GPS intersections providing useful route information regarding factors such as mileage, position and ground speed Even without this equipment , information is provided on the maps to make the necessary calculations using time and distance The en route graph represents point-to-point distances on the airway system The distances between VOR and VOR are mapped with a number inside a box To differentiate distances when two airways coincide, the word TO with the three-letter VOR identifier appears to the left of the distance boxes VOR change points (COP) are represented on the maps by this symbol The numbers indicate the distance at which to change the VOR frequency The change in frequency may be necessary due to signal reception or conflicting frequencies If a COP does not appear on an airway, the frequency must be changed halfway between installations A COP at an intersection may indicate a change of heading From time to time an x appears to a separate segment of a lane aerial that is not an intersection The x is a mileage failure or a computer navigation fix and may indicate a change of course Today's ATC computerized system has significantly reduced the need to keep in motion However, published detention patterns are still on the charts at times when ATC has deemed it necessary to activate the traffic flow When a detention model is mapped , the controller can provide the detention and the declaration as it is published. [Figure 1-4] Boundaries separating jurisdiction from air traffic control centres (ARTCC) are shown on maps with blue tightening The name of the control facility is printed on the corresponding side of the ARTCC division line remote sites are as blue serrated boxes and contain the name of the centre, the name of the area and the frequency of the area. [Figure 1-4] Navaids en route and communication legend En route NAVAIDs and Communication Legend En route NAVAIDs also provide weather information and serve as communication functions When an NAVAID is presented as a shadow box, an automated flight information station (AFSS) of the same name is directly associated with the installation If an AFSS is located without any associated NAVAID, The shadow box is smaller and contains only the name and identifier AFSS frequencies are provided above the box (frequencies 122.2 and 255.4, and emergency frequencies 121.5 and 243.0 are not listed.) A remote communication outlet (RCO) associated with an NAVAID is designated by a thin-line box with the AFSS control frequency above the box and the name under the box Without associated installation, the thin-edgeD RCO box contains the name AFSS and the Automated Surface Observing Station (ASOS), Automated Weather Observing Station (AWOS) and Transcrib Weather Broadcast (TWEB) are streamed on some NAVAIDs and shown in the NAVAID box ASOS/AWOS are represented by a white A, and TWEB broadcasts by a T in a massive black circle in the upper right corner or left IFR road graphics can be obtained here Haven't found something you're looking for? Continue the search: search: