HAWAIIAN IS | MARIANA IS SAMOAN IS

LEGEND

Aeronautical charting Central Pacific and Western Pacific, and Western Caroline Islands Aeronautical Chart incorporates the latest available aeronautical information pertaining to airports, lighting, navigation aids, and services. All areas are active. For additional current information refer to the Chart User's Guide.

AIRPORTS

Airport (land/sea/seaplane) — Heliport (land/sea) — Abandoned Airport — Hard surfaced runways 1500 ft. to 8999 ft. in length — Hard surfaced runways 9000 ft. or more in length — Hard surfaced runways greater than 8999 ft. or 2743 m. in length (Runway length to scale) — Hard (all other hard surfaced runways, unpaved or turf runways approximate 3000 ft. or 914 m. in length) — Seaplane landing area — Runway length unknown — Runway length unknown (Airport with no runway information available) — Airport with no runway information available

ADDITIONAL AIRPORT INFORMATION

Private (Pvt) — Seasonal (Seas) — Operational hours (Hrs) — Military — Joint Civil/Military — Military Operations Area (MOA) — Military Training Route (MTR) — Restricted Area — Prohibited Area — Warning Area — Alert Area — Danger Area — Airport of Entry — Customs — Customs Hours — Fuel — Oxygen — Maintenance — Airport Beacon — Lighted — Not lighted — Tower — No tower — Air Traffic Control Tower — Non-towered airport with Flight Service Station (FSS) — Non-towered airport without FSS — Non-towered airport with Unicom — Non-towered airport without Unicom — Non-towered airport with Multicom — Non-towered airport without Multicom — Non-towered airport with Automatic Terminal Information Service (ATIS) — Non-towered airport without ATIS — Automatic Flight Information Service (AFIS) — Automatic Weather Observing System (AWOS) — Automatic Surface Observing System (ASOS) — Automatic Terminal Information Service (ATIS) — Unicom — Multicom — Non-towered airport without Unicom or Multicom — Non-towered airport without Unicom or Multicom or Automatic Weather Observing System (AWOS) — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) or Flight Service Station (FSS) — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) or Flight Service Station (FSS) or Tower — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) or Flight Service Station (FSS) or Tower or Radar — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) or Flight Service Station (FSS) or Tower or Radar or Approach Control — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) or Flight Service Station (FSS) or Tower or Radar or Approach Control or Tower — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) or Flight Service Station (FSS) or Tower or Radar or Approach Control or Tower or Radar — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) or Flight Service Station (FSS) or Tower or Radar or Approach Control or Tower or Radar or Approach Control — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) or Flight Service Station (FSS) or Tower or Radar or Approach Control or Tower or Radar or Approach Control or Tower — Non-towered airport without Unicom or Multicom or Automatic Terminal Information Service (ATIS) or Automatic Weather Observing System (AWOS) or Automatic Flight Information Service (AFIS) or Flight Service Station (FSS) or Tower or Radar or Approach Control or Tower or Radar or Approach Control or Tower or Radar or Approach Control

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LEGEND

Airports having Control Towers are shown in **Blue** all others in **Magenta**. Consult Chart Supplement for data covering airport lighting, navigation aids, runway dimensions, fuel, services and other information not shown on this chart.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. to 8999 ft. in length
- Hard-surfaced runways greater than 9000 ft. or some multiple runways less than 9000 ft.
- Open not within hard-surfaced runway boundary (Includes Seaplane Bases, H-CAN, OHS, OMS or VORTAC locations)

All runways are assumed to be hard-surfaced and paved unless shown for snow identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "PVT" - Not available use having emergency or prior permission only (Not shown on chart)
- Military - Other than hard-surfaced, or military airports or facilities by permission only MIL, MAP, AFB
- Unlighted airport open sunrise to sunset
- Lighted airport open sunset to sunrise
- Airport closed indefinitely
- Flight Hazard

Fuel availability indicated by use of this metric around basic airport symbol. Fuel may be available at other airports not shown on aeronautical charts with hard-surfaced runways greater than 8000 ft.

- Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reported airspace overlying public use airports is shown.

- Class B Airspace
- Class C Airspace Area (Ceiling and Floor)
- Class D Airspace
- Class E Airspace (Transition or Control Zone at surface) extra indicates surface up to but not including 700 ft.
- Class E Airspace (Floor 700 ft. above surface) Class E Airspace (Floor 1200 ft. above surface) Class E Airspace (Floor 14,500 ft. above surface)
- Class E Airspace with Floor 700 ft. above surface that extends upward from the Class E Airspace with Floor 1200 ft. above surface or greater above surface
- Class E Airspace with Floor 1200 ft. above surface that extends upward from the Class E Airspace with Floor 14,500 ft. above surface
- 7400 MSL Differentiates floors of Class E Airspace (Example: Floor 7400 ft. above surface)

Airspace boundaries are depicted as charted except where otherwise designated as shown above. Airways, Jet Routes, Area Navigation Routes and Air Traffic Service Routes are charted by centerline only. Intersection - Airways are directed towards the intersection from the navigation facility.

Time zone boundary

Time zone boundary in Alaska

Prohibited, Restricted, Warning, Alert, Military Operations Area and Military Training Route Areas are in Descending Order of Activity Level. Alphabetically within same level of activity.

- Special Airport Traffic Area (Not Shown on Chart)
- National Defense Airspace Area (Flight Restrictions Exist)
- ADIZ - Air Defense Identification Zone
- DEWZ - Distant Early Warning Identification Zone
- Terminal Radar Service Area (Not Shown on Chart)
- MTR - Military Training Route

COMMUNICATION BOXES

- 122.1R 122.6 123.6 — CHAGDALA — 257 CHA CHK — 122.6 — CHAGDALA FSS
- Chagdala Indicator
- Chagdala VORTAC
- Chagdala Indicator Receiver Indicator
- Chagdala Flight Service Outlet
- Chagdala FSS
- ASCOUNTER
- Frequencies above 300 kHz are tentatively to be installed and operational by the date shown. Consult Chart Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VOR (Solid Symbol) 0NE
- VORTAC
- DME
- Other facilities, i.e. FSS Outlet, Weather Station, Airport Beacon, etc.
- Non-Directional Beacon (Not Shown on Chart)
- NDB - DME

OBSTRUCTIONS

- Above 200 ft. AGL (or 200 ft. above the ground or water in urban area)
- Wind Turbine
- Wind Turbine Farm
- Elevation of the highest point on the obstacle, height above ground or height above ground and mean sea level elevation
- Obstruction with Aircraft Warning Lights
- Group Obstruction
- 20549 — 1240 — Obstruction with elevation and height above ground (Not shown above 10,000 ft. MSL)

MISCELLANEOUS

- Aerial Cable
- Aerial Cable Area
- Spot Elevation
- Spot Elevation
- Seaplane Ramp
- Seaplane Lane
- Seaplane Lane
- Seaplane Lane (Not Shown on Chart)
- Seaplane Area
- Seaplane Area (Not Shown on Chart)
- Seaplane Area (Not Shown on Chart)
- Seaplane Area (Not Shown on Chart)