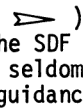


DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
IFR PILOT EXAM-O-GRAM* NO. 39

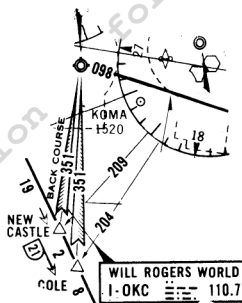
ENROUTE CHART INFORMATION

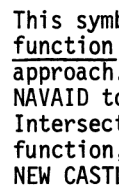
Analyses of Instrument Pilot (Airplane) Written Test results indicate that many pilots are unable to correctly interpret pertinent information of the Enroute Low Altitude Charts. Every pilot using these charts should be thoroughly familiar with all the information presented. Some of the symbols on the charts are listed here with appropriate explanations.


Aerodrome Information

This symbol () indicates a published SDF (Simplified Directional Facility) procedure is available. The SDF approach is similar to a no-glide-slope localizer approach except that the SDF course is seldom aligned with the runway centerline. The course may be wider, thereby giving less precise guidance than an ILS localizer.

Two symbols are used to show that published ILS approach procedures are available. How the localizer course is used determines which symbol will be depicted.



This symbol () indicates that the localizer has an ATC function in addition to providing course guidance for an ILS or LOC approach. The localizer course is used in conjunction with another NAVAID to establish an intersection or reporting point, e.g., COLE Intersection. When the back course of the Localizer has this ATC function, the words "Back Course" are printed near this symbol, e.g., NEW CASTLE.

This symbol () indicates that the localizer is used only to provide course guidance for an ILS or LOC approach and does not have an ATC function.

If the blue or feathered side is on the right portion of the symbol, a front course localizer is depicted; a symbol with the blue or feathered side on the left depicts a back course.

* * * * *

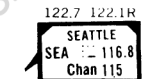
Radio Aids to Navigation and Communication Boxes

Recent significant changes have been made in the presentation of certain information pertinent to air/ground communications. These changes are discussed here with examples of each. The NAVAID information remains basically unchanged.

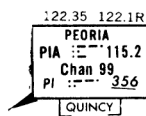
Air/Ground Communication Boxes



Heavy line boxes indicate Flight Service Stations. Air/ground frequencies normally available at all FSSs are 122.2 and 255.4; emergency frequencies are 121.5 and 243.0. Additional frequencies are listed above each box if they are available. All frequencies transmit and receive unless annotated with (R) receive only, or (T) transmit only. These letters indicate the capability of the FSS on that particular frequency.

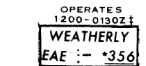


Triangles in the upper corners of a heavy line box indicate that Enroute Flight Advisory Service is available on frequency 122.0. This frequency is not shown with the communications box. The voice call is "Seattle Flight Watch."



Thin line boxes indicate no Flight Service Stations unless communications frequencies are shown above the depiction and the controlling FSS name is shown below. Frequencies positioned above thin lined boxes are remoted to the NAVAID site (PEORIA) and are controlled by the FSS named below (QUINCY.)

Radio Aids to Navigation Boxes

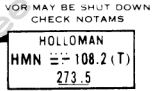


A star before an LF/MF frequency indicates that operation is less than continuous, or on request.

(NOTE: This Exam-O-Gram covers information previously covered in IFR Exam-O-Grams 12 and 13 which have been discontinued.)

* Exam-O-Grams are non-directive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.

Slash marks through any frequency or channel indicate an abnormal operational status. Underprint and NOTAMS should be checked for affected data.





VOR, VORTAC, and TACAN aids are classified according to their use. A (T) indicates Terminal. Normal usable altitude is 12,000 feet and below within 25 NM. (Refer to AIM, Part I for a more detailed explanation.)


Note: Any frequency in a NAVAID box which is underlined indicates NO VOICE is transmitted on that frequency. TACAN channels have no voice capability but are never underlined.

* * * * *

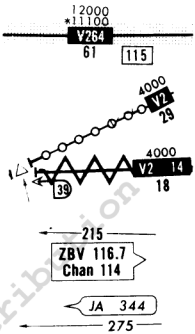
Air Traffic Services and Airspace Information

An airway with this overlay () indicates that a flight would penetrate Special Use Airspace and denotes an Airway Restriction. Refer to the Enroute Charts for pertinent operational information. ATC assumes the responsibility for issuing or denying you clearance to operate along this airway. Check NOTAMS for any change to the published information.

This symbol () indicates a Substitute Route Structure for an airway which is closed to normal navigation. Check current NOTAMS for NAVAID facility outages.

This symbol () denotes the closed or unusable segment of an airway.

Offset arrows indicate the navigational facility forming the reporting point or intersection. When used in conjunction with a VHF/UHF facility, the arrow depicts a radial outbound; when used with an LF/MF facility, the arrow shows the bearing inbound. When the NAVAID used is not obvious, the name will be indicated in the Facility Locator adjacent to the radial or bearing arrow.



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