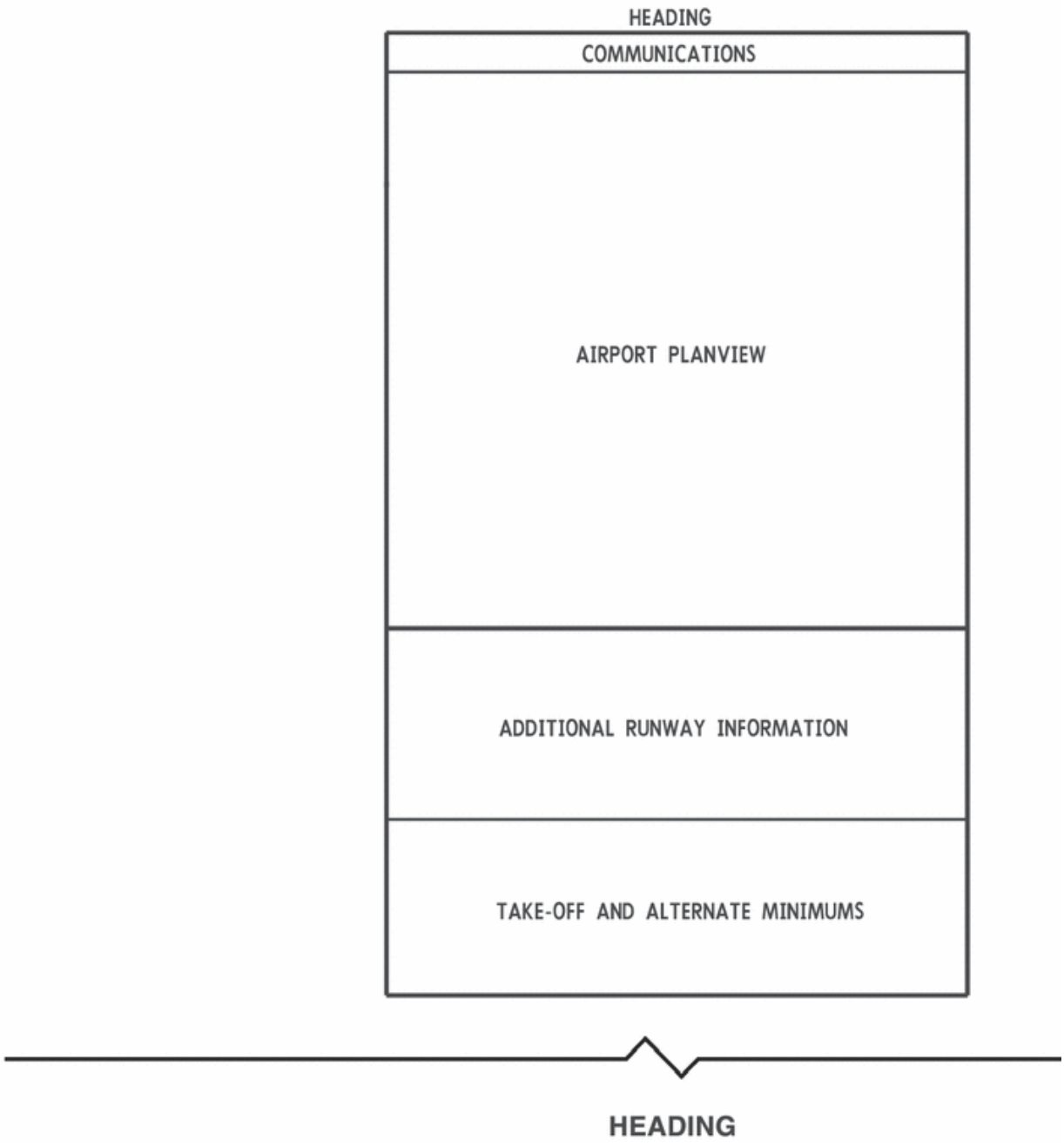
6 MAR 20

AIRPORT

NOTE: This section of the Jeppesen legend provides a general overview regarding th diagrams and associated information.

The following briefly explains the symbology used on airport charts throughout the wo explained apply to all charts. The airport chart is divided into specific areas of informat To enhance the usability for larger airports, the Communications and Airport Planview on one side of the chart. An added Notes Section along with the Additional Runway In minimums, and Alternate minimums sections are depicted on the reverse side of the c

FORMAT



1 — ICAO indicators and IATA airport identifiers.

2 — Airport elevation.

3 — Airport geographic latitude and longitude shown in degrees, minutes, and tenths of minutes.

4 — Chart index number. Same as the first approach chart when the airport chart is printed on the reverse side.

5 — Chart revision date.

6 — Chart effective date.

7 — Airport name.

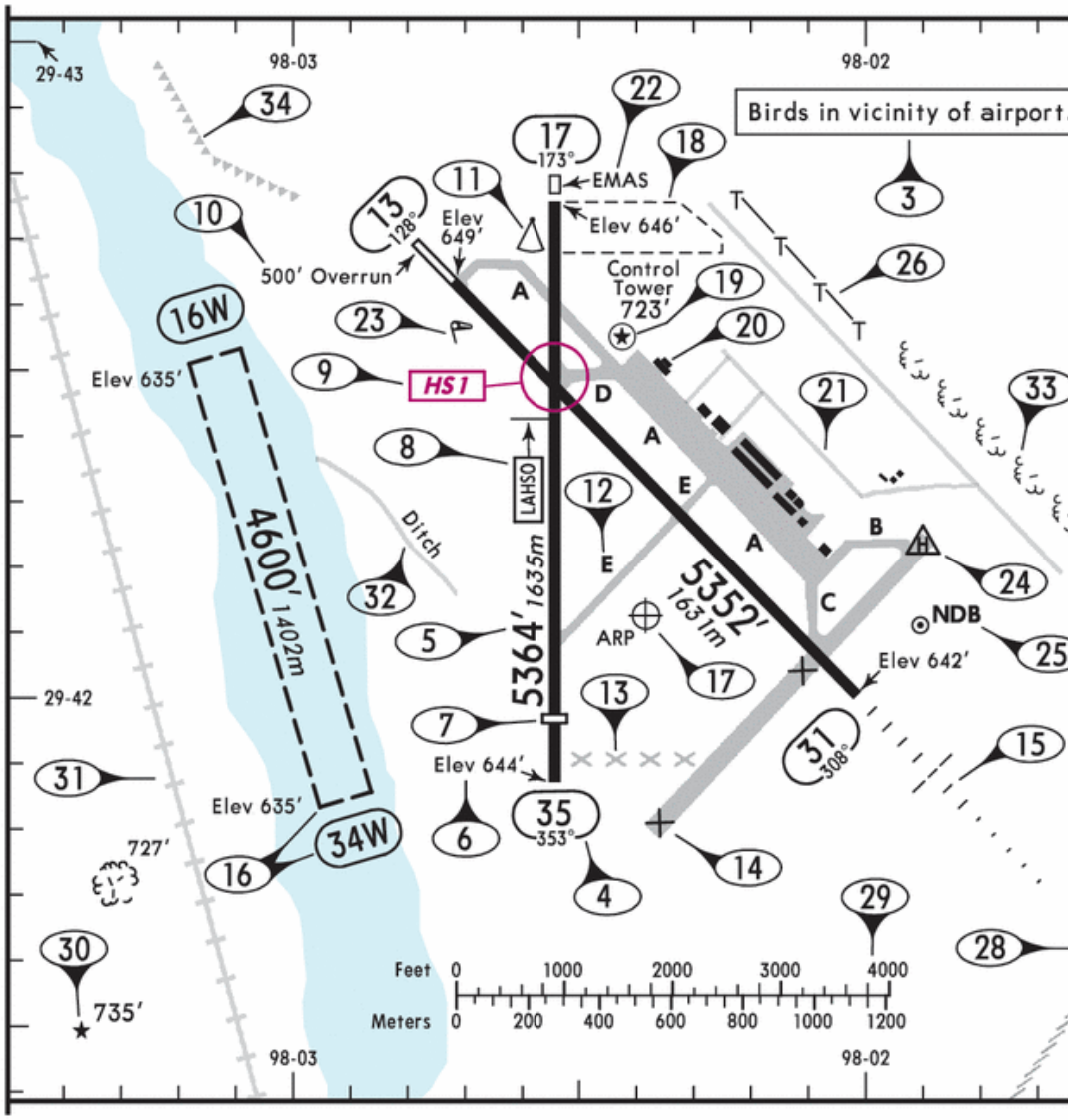
8 — Geographic location

9 — Jeppesen company

COMMUNICATIONS

For Communications Information See Approach Chart Legend — Page APPROACH-2

AIRPORT PLANVIEW



1 — The planview is a "To Scale" graphical depiction of the airport layout, a latitude/
degrees, minutes, and tenths of minutes is depicted along the inside of the neat

2 — The airport magnetic variation is graphically and numerically depicted.

3 — Airport operational notes are placed within the planview. Notes pertaining to a s
within the area or tied to it.

4 — Runway designators (numbers) are magnetic unless followed by a "T" for true. I
are included when known.

5 — Physical length of the runway which does not include stopways, overruns, or adj
thresholds. Shown in feet with the meter equivalent included at International Air

6 — The runway end elevation is depicted when known.

7 — When applicable, the physical location of displaced thresholds along the runway

8 — Stopping points along the runway are depicted for Land and Hold Short Operat

9 — "Hot Spot" areas are depicted along with a corresponding label when applicable
is included within the planview or below the additional runway information band.

10 — When available, stopways and overruns are depicted with the applicable length.

11 — When known, the location of RVR transmissometers are shown with any applica

12 — All active taxiways and ramp areas are depicted using a grey area fill color. All t
ramp names are included when known.

13 — All known permanently closed taxiways are shown.

14 — One of two depictions is used for closed runways depending on the nature of th

a. Lengths and designators (numbers) are retained when the closure is temp

b. Lengths and designators (numbers) are removed when the closure is perr

15 — The configuration and length of all known approach light systems are shown.

16 — All seaplane operating areas/water runways a re shown. Runway numbers are fo
physical length is included along with elevations.

17 — The geographical location of the Airport Reference Point (ARP) is depicted whe

18 — Areas under construction are outlined using a light dashed line.

19 — When known, the location of the airport identification beacon is shown.

20 — Buildings on or near the airport are depicted.

21 — Roads on or near the airport are depicted if referenced in a Caution, Alert or Be A

22 — Location of Engineered Materials Arresting System (EMAS) pads are shown an

23 — All known wind direction indicators are depicted.

24 — Helicopter landing pads/areas.

25 — The geographical location of on airport VORs and NDBs is indicated and labele

26 — Pole lines that are on or near the airport are depicted.

27 — All known terrain high points and man-made structures with an elevation 50 feet
end elevation are depicted. The applicable symbol and elevation are shown.

28 — Special use airspace, area outline and designator are depicted. A note, "Entire
R-XXXX", is shown when the entire chart planview falls within a particular area.

29 — A scale for both feet and meters that is equivalent to the chart scale is shown.

30 — Hazard beacons within the planview are depicted along with an elevation if know

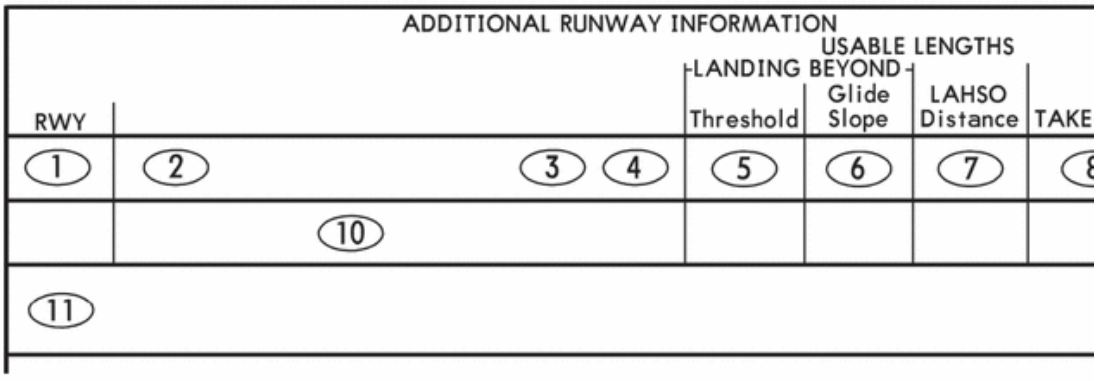
31 — Railroads on or near the airport are depicted if referenced in a Caution, Alert or B

32 — Ditches in the vicinity of the airport are depicted.

33 — Tree lines are depicted. An open ended tree line indicates the border of a forest

34 — Bluffs are shown with the arrows of the symbol pointing down, or toward lower e

ADDITIONAL RUNWAY INFORMATION BAND



*NOTE: For an explanation of the abbreviations used within the Additional Runway Info
the Abbreviations Section. All distances depicted in the Additional Runway Information
meter equivalent is also shown at International airports.*

meter equivalent is also shown at international airports.

1 — Runway designators/numbers are depicted in the upper left and lower right corr information shown to the right within the band applies to the indicated runways. V differs between runways, the band is separated with a line.

2 — All operational runway lighting and approach light systems are listed.

3 — Runway surface treatment (grooving) is indicated.

4 — "RVR" is depicted when one or more transmissometers are installed along the r

5 — When different from the physical runway length, landing distance beyond thresh

6 — When applicable, the distance from a point abeam the glide slope transmitter to rwy is shown. For PAR, the distance is from the GS interception with the runway

7 — At airports with Land And Hold Short Operations (LAHSO), the distance from th the designated hold short point is shown.

8 — When take-off length is restricted, the physical rwy distance available for take-of

9 — The physical width of the runway is shown.

10 — This band is expanded to show information for all operational runways in numeri

11 — All notes related to the runway information depicted are shown in this section.

TAKE-OFF MINIMUMS (Eff Jan 2020)

Publication of take-off minimums does not constitute authority for their use by all individual operator is responsible for ensuring that the proper minimums are use authorization specific to the type of operation.

Take-off minimums are supplied for all airports. When the Governing State Authority ha visibilities, they will be derived by Jeppesen based on ICAO Doc 9365 Manual of All We take-off minimums rules and tables refer to AIR TRAFFIC CONTROL — Aerodrome Op JEPPESEN.

A "Std" label in the upper left corner of the minimums box indicates that the published v Doc 9365 compliant. Other labels, as described in Landing Minimums Legend, indicate regulations.

Wide variations exist regarding take-off minimums depending on the governing agency, consist of a visibility/ceiling and associated required conditions for use.

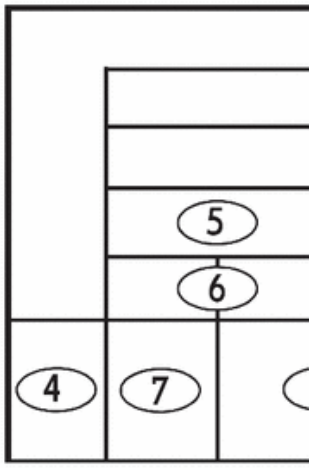
Generally, take-off minimums are shown in order of best (lowest) to worst (highest) star and progressing to the bottom right of the format. This applies to the overall minimums a particular runway or set of runways. Runway numbers will only be included if the State take-off minimums for a particular runway. The charted take-off minimums depend on run but may not be applicable for all runways. Pilots have to select the correct column accord runway lights/equipment.

VIS and ceiling values are shown in feet, statute miles, meters or kilometers. RVR is shov or whole meters.

A VIS is always labeled with "V", an RVR is always labeled "R" and values which could be

Altitudes listed within climb gradients requirements are above Mean Sea Level (MSL). take-off are heights Above Airport Level (AAL).

Typical format used for charting take-off minimums:



1 — Take-off minimums header indicating the contents of the minimums box.

2 — If required, runway number/numbers, minimums below apply to the designated runway(s).

3 — General conditions, those that affect a wide range of the depicted minimums.

4 — If required, type of aircraft information is depicted here, typically in the form of number of aircraft engines or aircraft approach categories as published by the State.

5 — More specific conditions, those that affect only a few of the minimums.

6 — Very specific conditions, those that affect only the minimums directly below.

7 — Ceilings and RVR/met VIS authorized based on the conditions and runways listed

and visibilities are listed, both are required. In this format example, the minimums
represent the best (lowest) available take-off minimums.

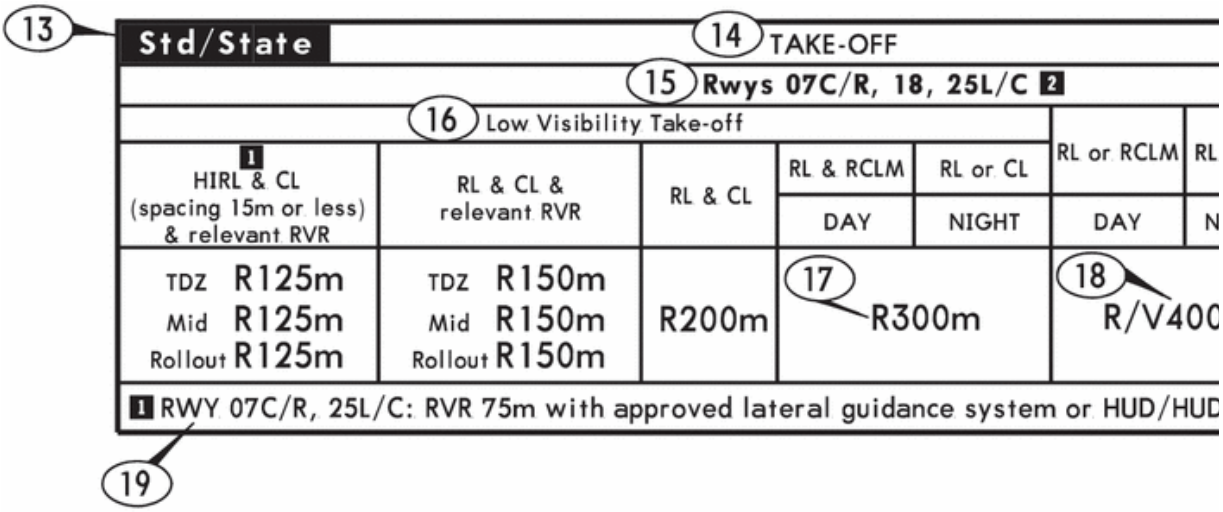
8 — Ceilings and visibilities authorized based on the conditions above, minimums typic
"higher" with less restrictions.

9 — The use of abbreviations is prevalent within the take-off minimums band given th
conditions/restrictions have lengthy explanations. See Chart Glossary and Abbrevi
for a more detailed description.

10 — The take-off minimums for a given set of conditions can differ based on aircraft t
minimums are depicted for each aircraft type scenario.

11 — Usually the term "Other" is used to describe take-off minimums having no conditi

12 — This being the farthest minimum box to the right, it would generally contain the hi
minimums with the least number of conditions for that particular runway.



13 — Minimums Label: Indicates that take-off minimums are compliant with a specific re below State published values. For description of different labels refer to Landing M

14 — Depending on the charted information the title simply refers to TAKE-OFF or cor information, e.g. DEPARTURE PROCEDURE.

15 — Runway numbers will only be listed if take-off minimums for the runways are differ authorized for take-off. This could happen because of State provided take-off mini

16 — All operators should be aware that in some cases (e.g. “Approved Operators”, “Lo special approval is required prior to the use of these minimums.

17 — “R” means RVR.

18 — “R/V” means that the value could be both, RVR and meteorological VIS.

19 — All notes that pertain directly and only to the charted take-off minimums are depi adjacent to the take-off minimums box.

Samples

Std	TAKE-OFF				
1 HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RC
			DAY	NIGHT	DAY
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400
1 RWY 18, 25L, 25R: TDZ/Mid/Rollout R75m with approved lateral guidance system.					

Std	TAKE-OFF				
1 HIRL & CL (spacing 15m or less)	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RC

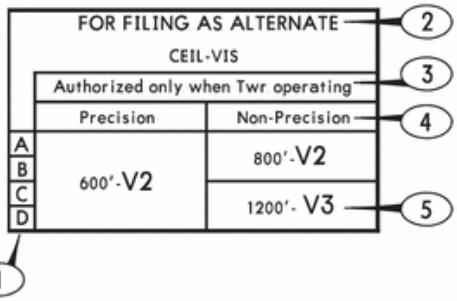
& relevant RVR			DAY	NIGHT	DAY
TDZ R4 Mid R4 Rollout R4	TDZ R5 Mid R5 Rollout R5	R6	R10		R12
1 RWY 18, 25L, 25R: TDZ/Mid/Rollout R3 with approved lateral guidance system.					

Depiction of Take-off Minimums based on ECOMS tables and rules

Refer to www.jeppesen.com/aom

ALTERNATE MINIMUMS (Eff Jan 2020)

Only those alternate minimums that have been published by the governing State Authority specifically for the landing airport will be charted. The values shown will be those supplied by the State.



1 — Typically alternate minimums are based on the landing minimums applicable to the available approach procedures at the landing airport. As a result, the subsequent alternate minimums relate to the aircraft approach categories. Aircraft categories are not shown if the same alternate minimums are applicable for all aircraft categories.

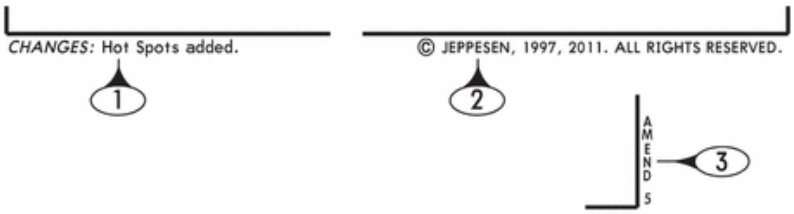
2 — The alternate minimums box is labeled as such.

3 — All applicable conditional notes are shown directly above the minimums they apply to.

4 — Approach procedure idents or classification for all appropriate procedures with the applicable alternate minimums charted directly below.

5 — Visibilities used in alternate minimums are shown in feet, statute/nautical miles, meters and kilometers as provided by the State. RVR values in feet and meteorological VIS values in statute/nautical miles are not labeled, for example: "R40" means RVR 4000 feet and "V2" means a meteorological VIS of 2 miles. Values in meters are labeled with an "m" and kilometers with a "km". Ceiling values are always shown in feet or meter as reported by the State and are shown in front of the meteorological VIS.

CHART BOUNDARY LINE INFORMATION



1 — A brief summary of the changes applied to the chart during the last revision.

2 — Jeppesen Copyright label.

3 — Shown when source amendment information has been supplied by the State. Normally these amendment numbers directly relate to the take-off or alternate minimums.

END OF AIRPORT CHART LEGEND