IFR Charts

the objective of IFR en route flight on an airway is to navigate

- within the lateral limits of the airway
- at an altitude given to you by ATC

The airway system

- Is the primary mean for routing aircraft operating under IFR
- will gradually diminish in importance as point to point navigation becomes more prominent

Airways

- highways in the sky
- provides a surveyed route for flying IFR en route safely
- based on a centerline that extends from one NAVAID to another
- 4nm on either side of the centerline (VOR)

Provides a course

- given in magnetic direction
- with distances given in NM

Victor Airways

- are the low altitude part of the airway system
- include the airspace extending
    - usually form 1200 ft AGL
    - up to but not including. 18000 ft AGL
- begin with a V followed by a number

Jet Routes

- Are the high altitude portion of the airway system
- exist only in class alpha airspace

    - from 18000 to FL450
- are depicted on high altitude enroute charts and begin with the letter J followed by a number

RNAV Routes

- are designed for use by aircraft equipped with gps or RNAv equipment
    - T Routes
        - used from 1200 feet AGL up to but not including 18000 ft AGL
        - Identified on the low altitude enroute charts with the letter "T" followed ny the airway number
    - Q routes
        - for use from 18000 feet to 45000 ft MSL
        - identifiifed on the high altitude enroute charts withh the letter Q followed by the airway number

Controlled / Uncontrolled Airspace

- The white color on the charts indicates controlled airspace below 14,500 ft MSL
- you will see white along the airways and around the terminal routes
    - you will also see these in the more remote areas out west

Brown areas indicate

- Class G, uncontrolled airspace up to 14500 ft MSL
- you can still fly in the clouds in this airspace if the correct rules are followed
- ATC is not responsible for separating IFR traffic in these areas
  **JEPP CHARTS DEPICT THIS AREA IN GREY INSTEAD OF BROWN

Class D Airspace

- Depicted on the chart by the letter D
    - this is in a tiny box

Class C Airspace

- depicted on the chart with light blue shading
    - with a dashed blue line around the area
- The letter C will be in a box

Class B Airspace

- this will have the same blue shading as Class C airspace

    - This will have a solid blue line around it
- There will be also be a white enclosed area to show the Mode C and ADS-B out Veil
    - for where you are required to have equipment

Special Use Airspace

- Areas with a blue hash mark outlining depict
    - areas where flight is prohibited
    - such as: security or national welfare zones
    - labeled with a P
- Restricted Areas
    - Areas where unusual, often invisible, hazards to aircraft exist, such as
        - Artillery Firing
        - Aerial gunnery
        - guided missiles
    - Labeled with an "R" followed by a number
- Warning Areas
    - are similar to restricted
    - extend from 3nm outward of the US coast
    - Are labeled with a "W" followed by a number
- Alert Areas
    - Areas where there may be high volumes of
        - Pilot Training
        - unusual types of aerial activity
- Military Operations Areas
    - Areas where less hazardous activities take place
    - the purpose of MOAS is to separate certain military activity from IFR traffic
        - Labeled with a name followed by MOA
- When you are flying IFR and there is a restricted Area or MOA on your route of flight
    - you do not need to worry about whether it is active because
        - if there is no conflicting military operation taking place
            - the controller will clear you through that area
        - If military activity will conflict with your route of flight
            - the controller will clear you around the area

Military Training Routes

- Are shown by the brownish lines on the charts and

    - when theyre labeled IR, the routes can be flown in instrument conditions
- If they're labeled VFR they can only be flown in visual conditions

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More IFR Charts