


















APOLLODOR®
PLANNINGCHARTS





CHART SYMBOLOGY

AIRPORT SYMBOL

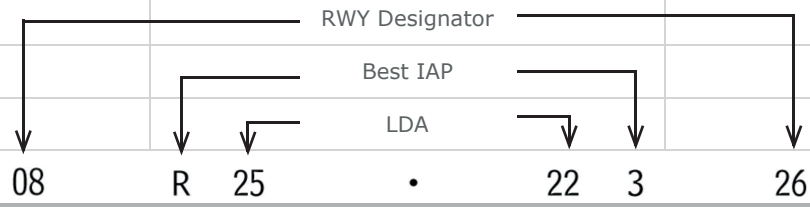

- The bigger - the better (larger symbol - better equipped)
- IAP directions based on TRUE (just as WX FC), use LONG for reference

		EXCELLENT	GOOD	RESTRICTED	VERY LIMITED	NO DETAILS	MEDICAL
Airport Symbol							
Airport List		XMPL 9 /5\ 21W 03 1 39•40 2 21 08 R 30•27 3 26	XMPL 9 /5\ 21W 03 1 39•40 2 21 08 R 30•27 3 26	XMPL 4!/5\ 21W 08 R 25•22 3 26	XMPL 4!/5\ 21W 08 C 20•17 V 26	XMPL 4!/5\ 21W	XMPL 9 /5\ 21W 03 1 27•28 2 21 08 R 30•27 3 26
Number of RWY		≥ 2	≥ 2	≥ 1	≥ 1	Not fitting other categories	
LDA		2 ≥ 3.000 m and 2 ≥ 2.700 m	2 ≥ 2.700 m and 2 ≥ 2.400 m	2 ≥ 1.950 m	2 ≥ 1.500 m	Check your documents for details 	Suitable for medical diversion. Good hospital in vicinity. Only indicated for airports: • in remote areas • close to the routes of long-haul flights
Approaches		≥ 4 IAP ≥ 3 ILS ≥ 1 LOVIS	≥ 3 IAP ≥ 2 ILS	≥ 2 IAP	≥ 1 IAP		
Vacating RWY		TWY or Pad	TWY or Pad	not considered	not considered		
RFF		≥ 8	≥ 7	not considered	not considered		Major airports in the US and Europe assumed to have appropriate facilities. Always contact your company for detailed advice with regards to a diversion.







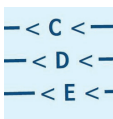
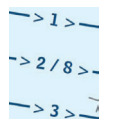
APPROACH INDEX AND CODE

3D IAP	2D IAP RNP	2D IAP CONVENTIONAL	NO IAP FOR STRAIGHT-IN
1 = CAT 1 2 = CAT 2 3 = CAT 3 	R = GPS, RNAV, RNP 	B = LOC BB L = LOC N = NDB V = VOR 	C = Circling - = No IAP 

AIRPORT LIST

AIRPORT DETAILS				RUNWAY DETAILS			
ICAO-CODE	RFF != FURTHER RESTRICTIONS	ELEV (IF ≥ 2.000') !	VAR (IF ≥ 10° E/W)				
XMPL	4!	/5\	21W				
XMPL	4, restriction apply! Check your documents!	5.000'	21°W				
							
							

NAV INFO

VOR	NDB	NAVAID WITH NAME	COMPULSORY WAYPOINT	NON COMPULSORY WAYPOINT	AIRWAY	NAT TRACKS	PACOTS TRACKS
 XMP	 XMP	 Example XMP	 SAMPL	 SAMPL			
		Name only given in areas, where navaid names are used by ATC.			<ul style="list-style-type: none"> Only shown where relevant Skipped in EUR and NAM region 	<ul style="list-style-type: none"> < E < arrows indicating direction of flight 	<ul style="list-style-type: none"> > 1 > arrows indicating direction of flight 2 / 8 indicating overlapping tracks

AIRSPACES

- PLANNINGCHARTS show COM areas rather than FIRs ("Know, to whom you are talking")

COM AREA	ATC SECTOR	OCEANIC AIRSPACE	RESTRICTED AREA	DANGER AREA	IFBP REGION
					
<ul style="list-style-type: none"> Sub-FIRs are shown as separate COM area Irrelevant FIRs are skipped (e.g. Nuuk FIR <FL195) 	Sector valid for a specific ATC frequency (if available)		Use special caution (e.g. Iran: Obtain military CL prior entry)	Area should not be entered (e.g. ICAO conflict zones)	See table on chart for procedure



ATC INFO

COM AREA UNITS			ATC FRQ				ENTRY CALL	FANS
STANDARD	OCEANIC	RADIO UNIT	STANDARD	SEVERAL FRQ	SECONDARY FRQ	HF FAMILIES		
Sample	Sample (OC)	Sample (R)	123.450	123.450 132.650	123.450 132.650	HF Sample 12345 9876 6543 3210	5' Sample	XMPL 45'-15' A XMPL 45'-15' A
<ul style="list-style-type: none"> • ATC unit name • Related to COM area 	<ul style="list-style-type: none"> • Related to Oceanic area 	<ul style="list-style-type: none"> • Radio Unit 	<ul style="list-style-type: none"> • Normal ATC FRQ • Related to COM sector (if available) 	<ul style="list-style-type: none"> • If FRQ given for different ALT: Top FRQ > high ATL Bottom FRQ > low ALT • If no info provided – simply listed 	<ul style="list-style-type: none"> • GREY: Secondary FRQ • Use when contact is lost on primary FRQ 	<ul style="list-style-type: none"> • HF family box • Sorted according priority (if able) 	<ul style="list-style-type: none"> • Latest time for initial/entry call • Earliest time is skipped for better readability • If distance is given by state converted into time, using jet speed 	<ul style="list-style-type: none"> • FANS logon code • BLACK code: mandatory • GREY code: trial/voluntary • Time frame (e.g. 45-15 Min) • Capability <ul style="list-style-type: none"> - A – ADS - C – CPDLC - F – FMS-WPR

INFO TABLES

OCA INFO TABLE	REGIONAL PROCEDURES
Reykjavik OCA BIRD ① 30-15' ② A / C / F ③ RCL 25-20' if unable voice CL by voice > 0' Iceland R 127.850 primary ④	Basic NAT Procedures check/watch SELCAL continuously 121.500 after entry SLOP (0/1/2 NM right) if no ATC via VHF 123.450 30' after entry squawk 2000 if ETO change > 2' revise if no ADS-C
1. FANS logon code 2. Time frames for <ul style="list-style-type: none"> a. Logon b. RCL c. CL via voice 3. Capability <ul style="list-style-type: none"> a. A – ADS-C b. C – CPDLC c. F – FMS-WPR 4. Further Info	<ul style="list-style-type: none"> • Detailed procedures • Self-explanatory

FURTHER INFO

MGA	ABBREVIATIONS USED
242	ALT: Altitude APP: Approach CL: Clearance COM: Communication ELEV: Elevation of Airport FRQ: Frequency IAP: Instrument Approach Procedure IFBP: IATA Inflight Broadcasting Procedure LAT: Latitude LDA: Landing Distance Available LONG: Longitude LOVIS: Low Visibility Approach MGA: Minimum Grid Altitude NATS: North Atlantic Track System PACOTS: Pacific Ocean Track System RCL: Clearance Request RFF: Rescue and Firefighting Category RWY: Runway TWY: Taxiway VAR: Variation WX FC: Weather Forecast
Calculation <ul style="list-style-type: none"> • Highest elevation within Grid • Rounded to the next 100 ft • Adding an increment of <ul style="list-style-type: none"> - 1.000 ft up to 6.000 ft - 2.000 ft above 6.000 ft Grid Dimension <ul style="list-style-type: none"> • Between 90°N and 70°N - 5° LAT / 10° LONG • Between 70°N and 65°S - 5° LAT / 5° LONG • Between 65°S and 80°S - 5° LAT / 10° LONG • Between 80°S and 90°S - 5° LAT / 20° LONG 	