

Zig-dex

It sounds like a fancy marketing term (it is) — but it really works! The marketing term for the zigzag index located on the back panel of each low altitude enroute chart is “Zig-dex”. To use the Zig-dex, simply place the thumb of either the right or left hand on the name at the top of the back panel and slide the thumb to the inside of the chart. This will open the chart to the desired area.



To further coordinate the Zig-dex names, refer to the geographical coverage in the first illustration in this article. The names that are shown are the same names that appear at the top of each Zig-dex panel. For example, on the front panel of US(LO)26, Watertown, Minneapolis, and Eau Claire are shown with dots. These are the same names at the top of the back panel.

Also, notice the panel numbers next to the city names at the top of the Zig-dex. These are used as reference numbers for the City Location Guide. For example, use your left thumb and press the panel labeled “2 Minneapolis” and slide your thumb inside and now you should be able to see Minneapolis in the lower right corner which is panel 2D. (If you actually have the US(LO)25/26, try it. It really works!!)

Airspace Restricted Areas

Normally, all of the information concerning special use airspace (SUA) areas are found on the face of the enroute chart near the respective area. In cases where chart congestion limits the amount of room, special use airspace and their limits are listed on the bottom of the front panel just above the cruising altitude symbol, or at the top of the back panel. Additionally, all part-time terminal airspace is included on the chart panel. For example, the Class E terminal airspace around Bemidji-Beltrami County Airport is effective from 0445 to 2345 local times on Mondays through Saturdays, and 0800

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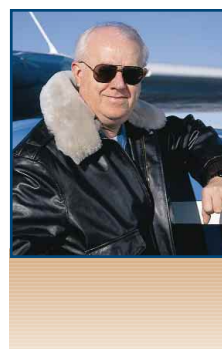
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to 2345 on Sundays. During the other times, it is Class G airspace.

This article concludes the discussion of the enroute text pages and the front and back panel information on the enroute charts. In the next article, the inside of the chart will be explored.



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