

JEPP'S BRIEFING



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Probably the most commonly used — and the most taken for granted — IFR capabilities are the FAA-established communication networks. As long as you can talk with somebody, you can get just about any request that you want. But take those communications away, as in a communication failure, and you feel blindfolded.

Most communication facilities are shown either on the face of the Jeppesen chart or on the front panel. If you want to listen to the “party line” while enroute, set your comm frequency to 122.2 MHz. Since every flight service station has 122.2 as a standard, you will almost always be listening to some communication with an FSS. Unfortunately, you will also hear many people “walking over” someone else on the 122.2. If you need to talk to an FSS, you might prefer to use a more discrete frequency.

Since 122.2 MHz is so commonly used, the FAA began giving 50 kHz spacing to most flight service stations in the mid 1970s. Such frequencies as 123.65, 122.75 and 122.05 are almost like having a discrete frequency to the flight service station. The FAA does not assign the same frequency to nearby flight service stations. This is particularly helpful when flying at high altitudes, since you can call flight service stations on a less congested frequency.

These frequencies, can be located on your charts above the airports where there are transmitting and receiving antennae. In some areas, the FAA also has placed remote sites called RCOs (Remote Communication Outlets) to facilitate a broader availability of communications capability. Near Missoula, Montana, there are two different types of RCOs.

The exact locations of the remote sites are shown as a small dot with a circle around them. The MILLER PEAK remote site name is included within a rectangle. When near the Miller Peak remote site, you can call Great Falls FSS on 122.45 MHz. So what words should you use when calling at the remote site? Your call would be “Great Falls Radio, Baron 1709M, listening on 122.45.” This frequency is one of the

2.45-GREAT FALLS
MILLER PEAK

The Chart Clinic – Fifth in a Series

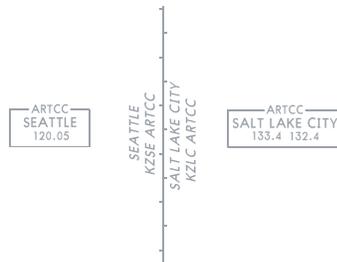
discrete frequencies assigned to Great Falls FSS. Most likely, when using this frequency, you would not be on a party line. When calling Great Falls, telling them which frequency you are using is important because they don't always have all their transmitting frequencies turned on. They monitor all their frequencies so they can hear you, but if you don't tell them what frequency you are using, they may not know on what frequency to call you back. What is the use for the name “MILLER PEAK” at the remote site? It has no operational use from a pilot standpoint, but is there for reference when coordinating the FSS frequencies with the RCO when revisions are made by the FAA.

There are also a number of remote sites for the Flight Watch capability. There is a Flight Watch remote site near Missoula called UNIVERSITY MTN. At University Mountain, you can call Cedar City Flight Watch on 122.0 MHz.

CEDAR CITY WX-*2.0
UNIVERSITY MTN

Center Frequencies

When handed off to an Air Route Traffic Control Center (ARTCC), the previous controller will assign the new frequency. However, sometimes you are unable to contact the Center before you are already beyond the previous Center's frequency range. In this case, the Center frequencies on the face of the chart can be very helpful. In the illustration, the Salt Lake City Center has sector frequencies of 133.4 and 132.4 MHz. These Center frequency boxes can be used for finding the nearest frequency within the aircraft range. They also can be used for making initial contact with the Center for “pop up” clearances. The exact location for the Center transmitter is usually not known. The frequency boxes are placed as close as possible to the known location to ensure you are in the general area when you have lost contact with the previous Center, or when you call as a “pop up.”



To be consistent on an international basis, the ARTCC boundaries are now depicted the same as equivalent functions around the world. The ARTCC boundaries are shown with a thin line with ticks

alternating on both sides of the exact ARTCC boundary. In locations outside the United States, Flight Information Regions (FIRs) and Upper Information Regions (UIRs) are essentially the same as U.S. Centers.

With the Center boundaries, the names and identifiers of the Centers with the letters ARTCC are shown.

An interesting issue on the Center names and frequencies is that the letters “ARTCC” are included at the top of the Center frequency box and with the Center boundary information. But — ARTCC is not what you call “Center.” When calling Seattle ARTCC on 120.05 MHz, you would call “Seattle Center, Navaho 527),” The proper name is learned in ground school and you have used it ever since. But what is the logic? In Europe and other areas, the names of the various control agencies change so much from country to country that the name used in the airplane call is included within the box. As an example, you would call London Control for the equivalent to the U.S. Center facility so the full name “London Control” is included in the frequency box. International standardization still has a long way to go.

On many charts for areas outside the United States, the frequency boxes are made with a number of small telephone symbols. Additionally, the boundaries of communications areas are depicted with small telephone symbols that indicate air-to-ground communications can be found on the front communications panel.

Airport Information

Note that the name for the Mc Call, Idaho, is printed in blue type and uses all capital letters, and the Council airport is printed in green ink and uses upper and lowercase letters. This system provides an easy way to determine if an instrument approach procedure is available at that airport. When the airport name is in all capital letters, the airport has some type of approved standard instrument approach procedure. Non-IFR airports are printed in upper and lowercase letters. The blue and green colors are added to the new U.S. low altitude charts, but are not differentiated this way on international charts.

On the “top of the stack” of the airport information, the city name is shown. Sometimes this is called the “location name” because the name may not always be a city. Below the city name, the airport name is shown when different, which is most of the time. There are additional pieces of information as well. First is the four-letter identifier, if the identifier is made up of all letters and no numbers. If there are numbers in the

identifier, then only the three-alphanumeric identifier is shown.

The airport identifiers were added on the enroute charts so that it would be easy to have the identifier handy for entering into GPS panel-mounted and hand-held receivers that have airborne databases. The U.S. and Canada airport identifiers include three-letter, three-alphanumeric, and four-alphanumeric identifiers. Outside the U.S. and Canada, airports have four letters, because the International Civil Aviation Organization (ICAO) has a standard of four letters for all airport identifiers. The identifiers in GPS databases work consistently for entering three or four characters within one receiver, but there are no standards from one receiver to the next. The FAA and Canada are working on a solution so that you can always know exactly what identifier to enter for an airport. The identifiers for FMSs almost always use the four-letter ICAO identifier for accessing airports.



To the right of the airport identifier is the elevation for each airport, followed by the length of the longest runway rounded to the nearest 100 feet, using 70 feet or higher as the rounding value.

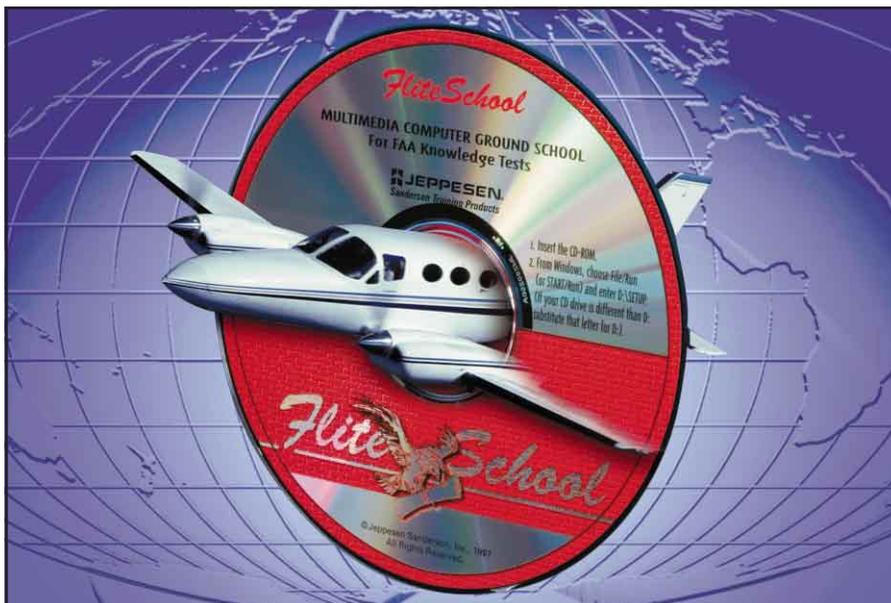
The Council, Idaho, airport is named Council Municipal Airport. The letters following the small dash before the letters "Mun" show the abbreviation for a municipal airport. The council airport has a three-alphanumeric identifier of U82.

NDB Nav aids

At Mc Call, Idaho, there is an NDB near the airport with the same name. This is shown by the frequency of 363 kHz and the three-letter identifier IOM below the airport identifier. To differentiate the information and make it easier to see, the NDB information is in green.

Most NDBs in the United States are used for instrument approaches and are not part of the airway structure, so the NDB information is not included in a navaid facility box. The NDBs are frequently near an airport, so the information is included with the airport when the name of the airport and NDB are the same. This saves space on the face of the chart and makes them easy to find because of their association with the airport.

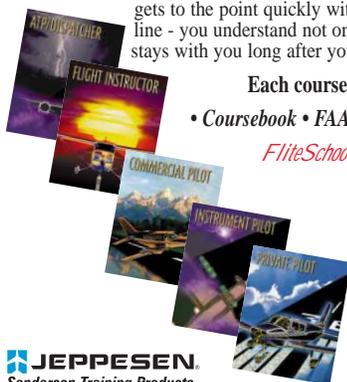
There is an interesting exception to the NDBs in the United States. At Hailey, Idaho, there is an NDB that also is used to form three airways in and out of Hailey (Hailey is the airport for the Sun Valley, Idaho



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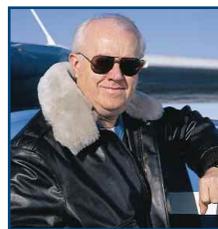
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ski area). The Hailey NDB forms Victor 101 and 484 so is depicted using a navaid facility box. Hailey also has a DME, so the DME channel of 25 and the civilian frequency of 108.8 MHz are included below the NDB facility box. It is relatively common to have a DME located at an NDB in many places around the world.

In the next issue, we will further explore the designation of airways, MEAs, MOCAs, etc. 



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