JN-19 N

ALTITUDE TINTS AND CONVERSION SCALE

Feet	Meters
10,000	3,000
9,000	
8,000	2,500
7,000	
6,000	2,000
5,000	1,500
4,000	
3,000	1,000
2,000	
1,000	500
0	0

ELEVATIONS ARE IN FEET

Highest TERRAIN elevation
is UNDER 10000 feet
located at
72°51'N 44°40'W

IMPORTANT NOTICE

GRID NAVIGATION (SUB-POLAR)

1. GRID COURSE is measured clockwise from GRID NORTH and cuts all Grid Lines at a constant angle.
2. Compute True Heading by conventional means.

WARNING change in procedure.

3. Compute GRID HEADING by REPLACING D/R LONGITUDE with its CONVERGENCE ANGLE VALUE. The CONVERGENCE ANGLE VALUE is determined from the CONVERGENCE TABLE. To determine GRID HEADING in WESTERN HEMISPHERE the CONVERGENCE ANGLE VALUE must be added to True Heading. To determine GRID HEADING in the EASTERN HEMISPHERE the CONVERGENCE ANGLE must be SUBTRACTED from the True Heading.
4. GRID WIND is converted from TRUE WIND by REPLACING LONGITUDE VALUE used with its CONVERGENCE ANGLE VALUE.
5. $GH = TH \pm \frac{\text{W. LONG. CONV ANGLE VALUE}}{\text{E. LONG. CONV ANGLE VALUE}}$ $GW = TW \pm \frac{\text{W. LONG. CONV ANGLE VALUE}}{\text{E. LONG. CONV ANGLE VALUE}}$

Lines of constant grid variation (isogriv) — Reliable ——GV 10°W—— Unreliable — — —

CONVERGENCE TABLE

LONG.	CONV.
44°	34°33'
45°	35°20'
46°	36°08'
47°	36°55'
48°	37°42'
49°	38°29'
50°	39°16'
51°	40°03'
52°	40°50'
53°	41°37'
54°	42°25'
55°	43°12'
56°	43°59'
57°	44°46'
58°	45°33'
59°	46°20'
60°	47°07'
61°	47°54'
62°	48°42'
63°	49°29'
64°	50°16'
65°	51°03'
66°	51°50'
67°	52°37'
68°	53°24'
69°	54°11'
70°	54°58'
71°	55°46'
72°	56°33'
73°	57°20'
74°	58°07'
75°	58°54'
76°	59°41'
77°	60°28'
78°	61°15'
79°	62°03'
80°	62°50'
81°	63°37'
82°	64°24'
83°	65°11'
84°	65°58'
85°	66°45'
86°	67°32'
87°	68°20'
88°	69°07'
89°	69°54'
90°	70°41'
91°	71°28'
92°	72°15'
93°	73°02'
94°	73°49'
95°	74°36'
96°	75°24'
97°	76°11'
98°	76°58'
99°	77°45'
100°	78°32'
101°	79°19'
102°	80°06'
103°	80°53'
104°	81°41'
105°	82°28'

LEGEND

Railroads
Main Roads
Trails
Escarpments
Division of Insular Sovereignty (Land areas only)

RADAR ALTIMETRY AREAS

Aerodrome Elevation 750
Lake and stream Elevation 000
Level Areas .... 950±50

SPOT ELEVATIONS

Critical Elevations 0000
Maximum vertical error 100 feet .... •0000
Maximum possible vertical error undetermined .... ×0000
Approximate or doubtful locations are indicated by omission of the point locator (dot or "x")

GEOREF BASIC 15° QUADRANGLE

	135°	150°
45°	WK	XK
	WJ	XJ
	WH	XH

TO REFERENCE BY THE GEOREF TO TEN MINUTES

Sample Point: VILLAGE

1. WJ identifies basic 15° quadrangle
2. LB identifies 1° quadrangle
3. 20 identifies Georef minute of longitude
4. 10 identifies Georef minute of latitude
5. Sample reference: WJLB 2010

AERONAUTICAL LEGEND

AERODROMES

Longest runway 4000' or over
Dot indicates Geographical Location of Aerodrome

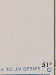
SEAPLANE	LANDPLANE	
◎	◎	Military
◈	◇	Civil
◈	◈	Joint Civil and Military
○		Landing Area
⚓		Sheltered Anchorage

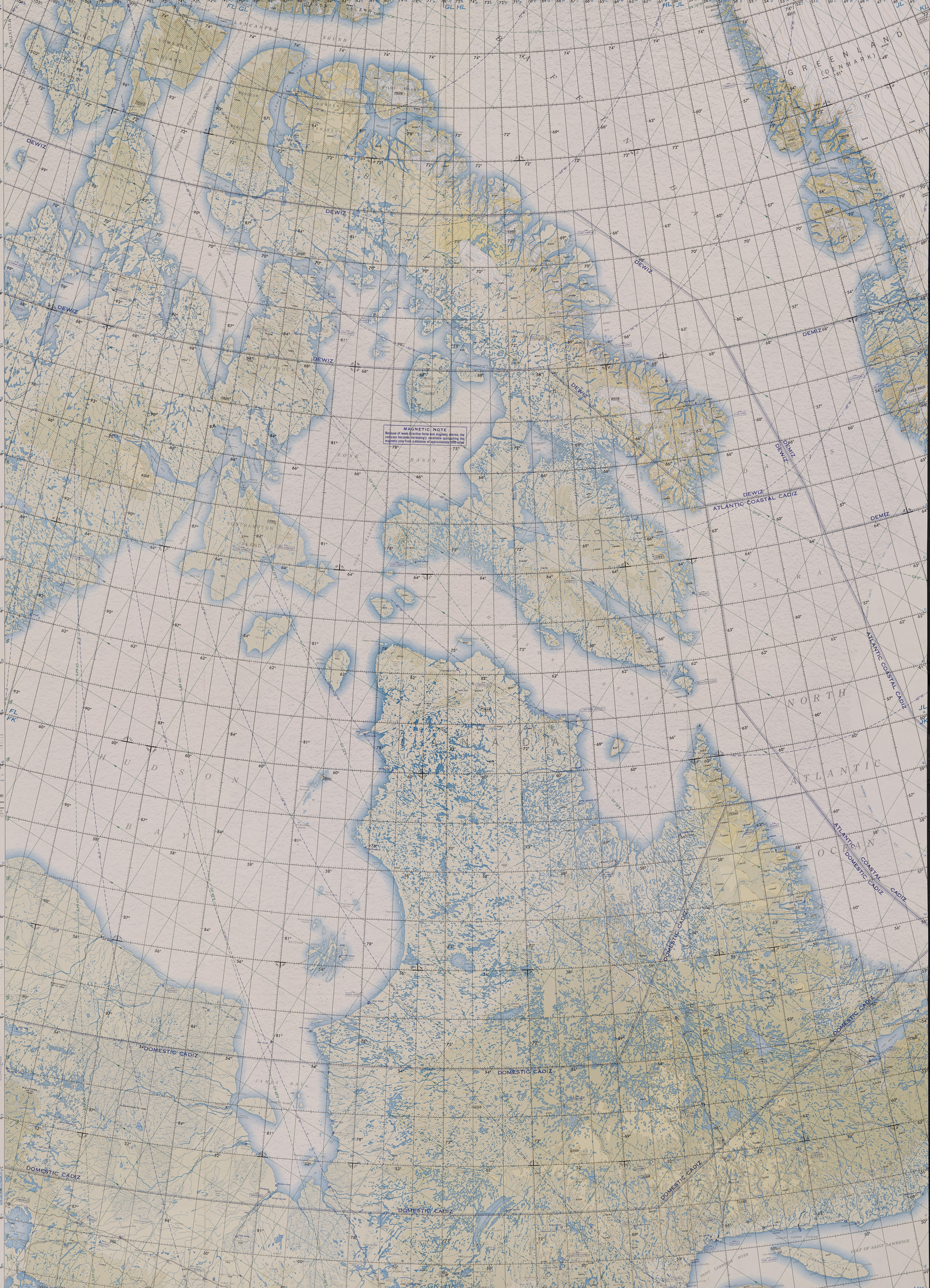
MISCELLANEOUS

Prohibited Area	P-16
Danger, Restricted or Warning Area	D-4
Caution Area	C-10

Number indicates internationally recognized numerical identification.

INDEX TO JN SERIES


18
19
20
29
30
31
CANADA


GREENLAND (DENMARK)
BAFFIN BAY
BAFFIN ISLAND
DEVON ISLAND
LANCASTER SOUND
SOMERSET ISLAND
PRINCE OF WALES ISLAND
BOOTHIA PENINSULA
GULF OF BOOTHIA
BRODEUR PENINSULA
BORDEN PENINSULA
BYLOT ISLAND
PRINCE REGENT SOUND
KING WILLIAM ISLAND
MELVILLE PENINSULA
PRINCE CHARLES ISLAND
FOXE BASIN
FOXE CHANNEL
FOXE PENINSULA
SOUTHAMPTON ISLAND
COATS ISLAND
MANSEL ISLAND
DAVIS STRAIT
HUDSON STRAIT
HUDSON BAY
JAMES BAY
UNGAVA BAY
BELCHER ISLANDS
CUMBERLAND PENINSULA
CUMBERLAND SOUND
FROBISHER BAY
RESOLUTION ISLAND
NORTH ATLANTIC OCEAN
CANADA
GULF OF SAINT LAWRENCE
SAINT LAWRENCE RIVER
ANTICOSTI ISLAND
LAKE NIPIGON
LAKE MELVILLE
DEWIZ
DEMIZ
ATLANTIC COASTAL CADIZ
DOMESTIC CADIZ
FL GL
GL HL
HL JL
JL KL
FL FK
JL JK
GK HK
HK
MAGNETIC NOTE
Because of weak directive force and magnetic storms, the compass becomes increasingly unreliable approaching the magnetic pole from a distance of approximately 1000 miles

JN-19 N

INSTITUTE OF POLAR STUDIES
THE OHIO STATE UNIVERSITY
125 SOUTH OVAL DRIVE
COLUMBUS, OHIO 43210

SCALE 1:2,000,000
6th EDITION
5th EDITION of JN-19 is obsolete
LINES OF EQUAL MAGNETIC VARIATION FOR 1965

BASE 240
BASE INFORMATION COMPILED JULY 1955
FROM SOURCE DATED 1945 TO 1959
REVISED JANUARY 1966
FROM SOURCE DATED 1959 TO JUNE 1965
SPEC. NO. JN-A-2
Lithographed by CPP 4-67

CAUTION
AIR INFORMATION CURRENT THROUGH
16 DECEMBER 1965
Consult NOTAMS and USAF/USN Flight Information Publications for the latest air information; the Chart Updating Manual for other chart revision information.

ELEVATIONS IN FEET

VERTICAL ACCURACY LEGEND

CONTOURS
A. RELIABLE: Accurate within 500 ft.
B. APPROXIMATE: Accurate within 1000 ft.
C. UNRELIABLE: Evaluated as accurate within 1500 ft.
D. UNRELIABLE: Evaluated as accurate within 2000 ft. (except as noted)

TINTS
Broken tints represent general areas where available relief information is considered unreliable and should be used with caution.

PUBLISHED BY THE AERONAUTICAL CHART AND INFORMATION CENTER
UNITED STATES AIR FORCE
ST. LOUIS, MO. 63118

USAF JET NAVIGATION CHART

NOTE: It is requested that all users of this chart mark hereon corrections and additions which come to their attention and mail direct to COMMANDER, AERONAUTICAL CHART AND INFORMATION CENTER, SECOND AND ARSENAL, ST. LOUIS, MISSOURI 63118 ATTN. ACDB.

ELEVATIONS IN FEET

Lambert Conformal Conic Projection
Standard Parallels 37° and 65°
Convergence Factor .78535

NAUTICAL MILES 0 25 50 75 100 125 150 175 200

JN-19 N