

BookletChart™

Chesapeake Bay Entrance

NOAA Chart 12221

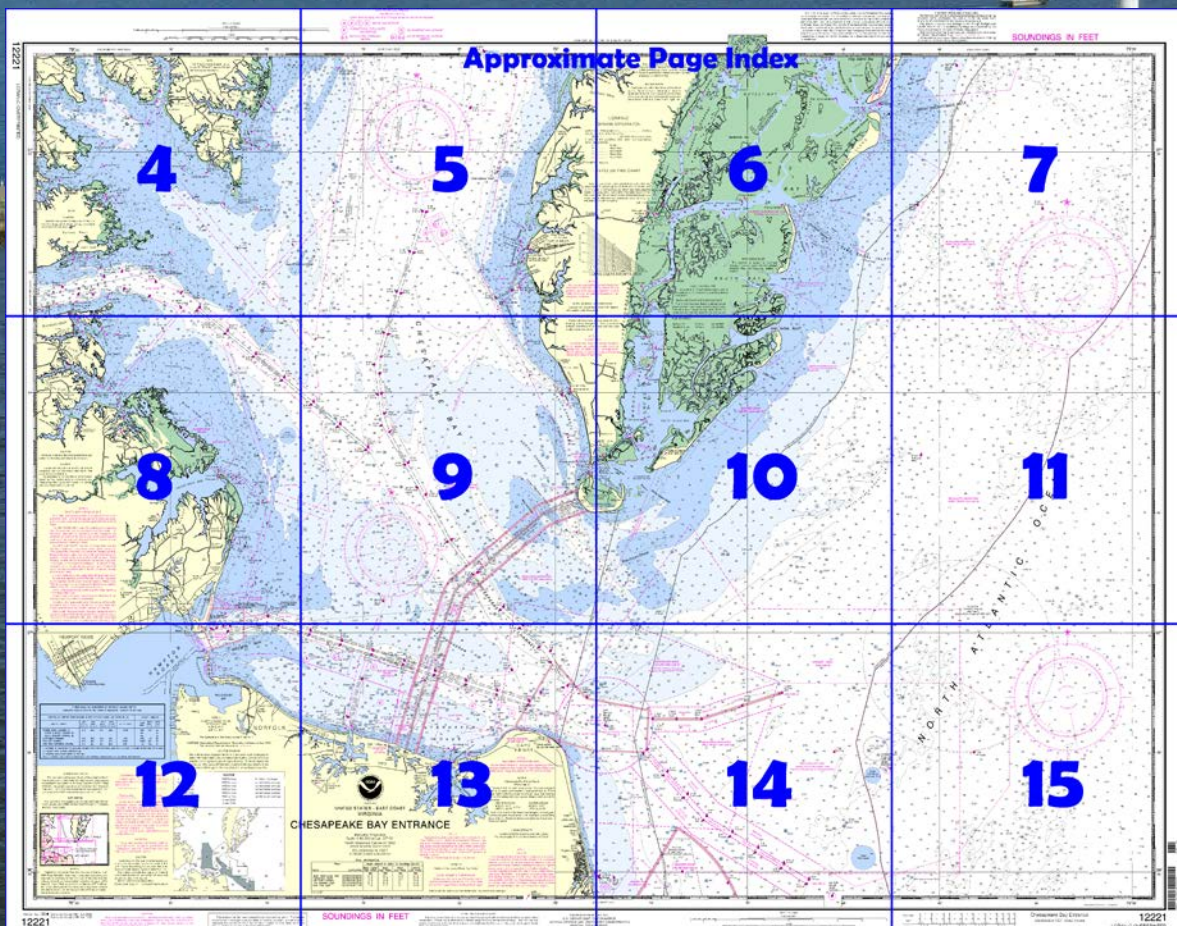


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=12221>



(Selected Excerpts from Coast Pilot)

Chesapeake Bay, the largest inland body of water along the Atlantic coast of the United States, is 168 miles long with a greatest width of 23 miles. The bay is the approach to Norfolk, Newport News, Baltimore, and many lesser ports. Deep-draft vessels use the Atlantic entrance, which is about 10 miles wide between Fishermans Island on the north and Cape Henry on the south. Medium-draft vessels can enter from Delaware Bay on the north via Chesapeake

and Delaware Canal, and light-draft vessels can enter from Albemarle Sound on the south via the Intracoastal Waterway.

The waters surrounding a vessel that is carrying liquefied petroleum gas are a **safety zone** while the vessel transits the Chesapeake Bay and Elizabeth River. (See **165.506**, chapter 2, for limits and regulations.)

North Atlantic Right Whales.—Endangered North Atlantic right whales may occur within 30 miles of the Virginia coasts in the approaches to the Chesapeake Bay (peak season: November through April, although right whales have been sighted in the area year round). (See **North Atlantic Right Whales**, indexed as such in Chapter 3, for more information on right whales and recommend measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in a Seasonal Management Area existing around the entrance to the Chesapeake Bay between Nov. 1 and Apr. 30. The area is defined as the waters within a 20-nm radius of 37°00'36.9"N., 75°57'50.5"W. (See **50 CFR 224.105** in Chapter 2 for regulations, limitations, and exceptions.)

Mileages.—Many of the distances in this and later Chesapeake Bay chapters are given in nautical miles above the **Virginia Capes**, or "the **Capes**," which is a short way of referring to a line from Cape Charles Light to Cape Henry Light.

Chesapeake Light (36°54'17"N., 75°42'46"W.), 117 feet above the water, is shown from a blue tower on a white superstructure on four piles, 14 miles eastward of Cape Henry. The name CHESAPEAKE is displayed on all sides. A sound signal and racon are at the light. A fish haven, consisting of sunken fishing-boat hulls and marked by private unlighted buoys, is about 0.4 mile southwestward of the light.

Cape Charles, on the north side of the entrance, is low and bare, but the land back of it is high and wooded. **Wise Point** is the most southerly mainland tip of the cape. Low **Fishermans Island**, a National Wildlife Refuge, is 1 mile south of Wise Point.

The southwest end of **Smith Island** is 2.4 miles eastward of Wise Point; the island is 6 miles long, low and sparsely wooded, and awash at half tide midway along its length.

Cape Charles Light (37°07'23"N., 75°54'23"W.) is shown from an octagonal, pyramidal skeleton tower, upper part black and lower part white, on the southwestern part of Smith Island. The ruins of the old lighthouse are in shallow water 0.7 mile eastward of the light.

Smith Island Shoal, which breaks in heavy weather, has depths of 21 feet 7.5 miles east-southeast of Cape Charles Light. Depths less than 40 feet extend another 5 miles northeastward. Outer limits of the shoal area are marked by a lighted buoy.

Nautilus Shoal, which extends 4 miles southeastward from Fishermans Island, has patches with depths of 6 to 11 feet. The buoyed channel along the southwest side of Nautilus Shoal, thence northward between Fishermans Island and **Inner Middle Ground**, had a controlling depth of about 16 feet in 1977-1980. The channel is used by local vessels drawing up to 12 feet. This channel is not recommended for strangers because of shifting shoals. In 1996, a 10-foot shoal was reported 1.5 miles S of Fishermans Island in about 37°03'31.2"N., 075°57'27.0"W.

Breakers frequently occur along the axis of Inner Middle Ground, starting on the seaward side of the Chesapeake Bay Bridge-Tunnel and continuing the entire length of the shoal.

Currents.—The currents have considerable velocity in the inlets and in the narrow channels connecting the inlets with adjacent bays and sounds. Velocities of as much as 3 knots may be encountered at times in places where the currents are strongest.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk

Commander

5th CG District

Norfolk, VA

(575) 398-6231

Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SCALE 1:80,000
Nautical Miles

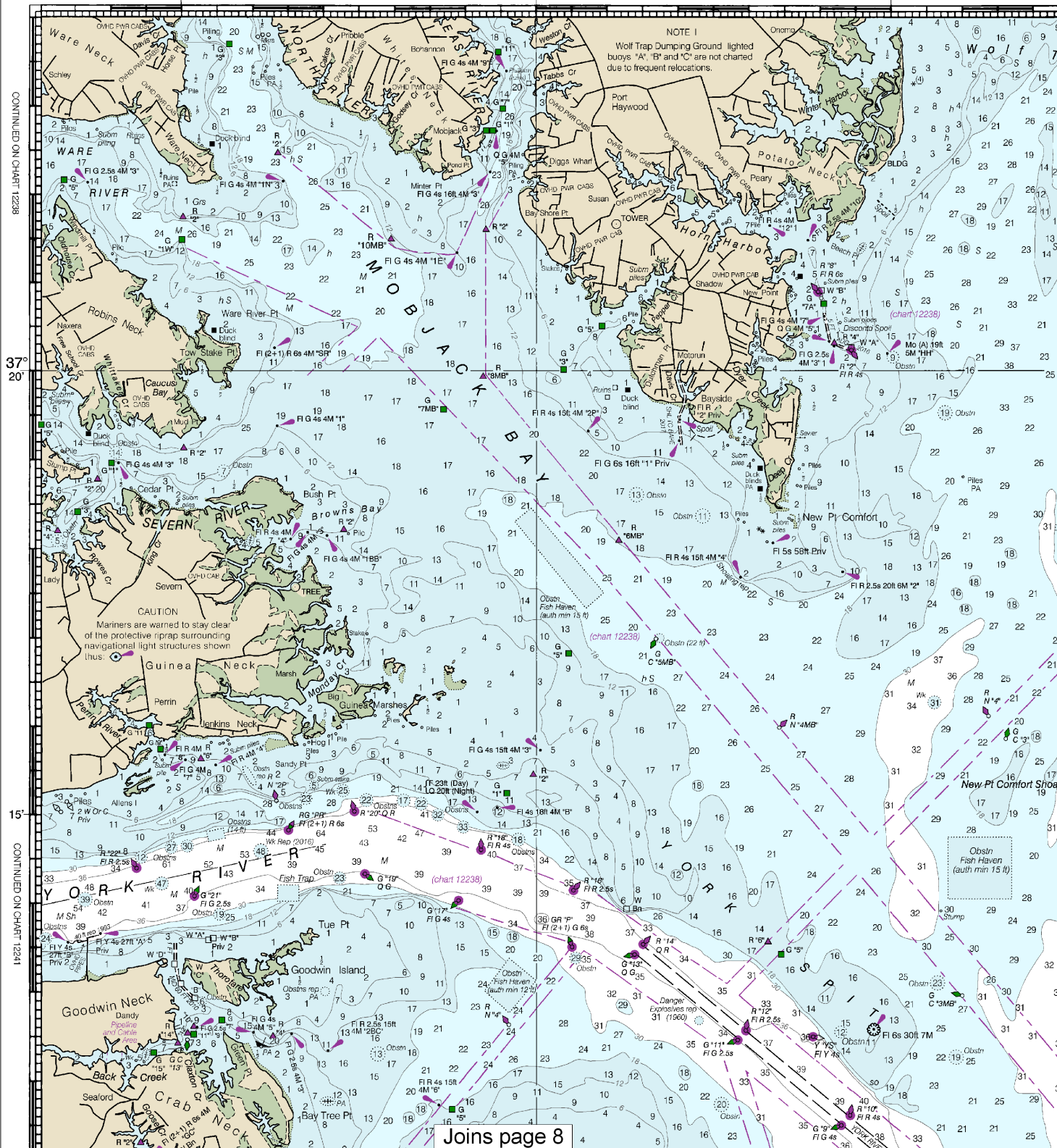


76° 25'

CONTINUED ON CHART 12238

20'

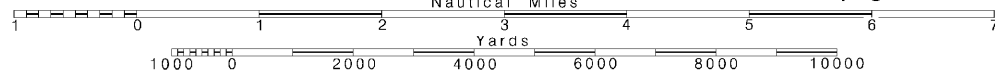
15'



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

Limits and designations of anchorage areas are shown in magenta.

A B C D NAVAL ANCHORAGE

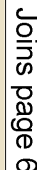
E COMMERCIAL EXPLOSIVES ANCHORAGE

E-1 EXPLOSIVES HANDLING BERTH

Q QUARANTINE ANCHORAGE

(R) GENERAL ANCHORAGE

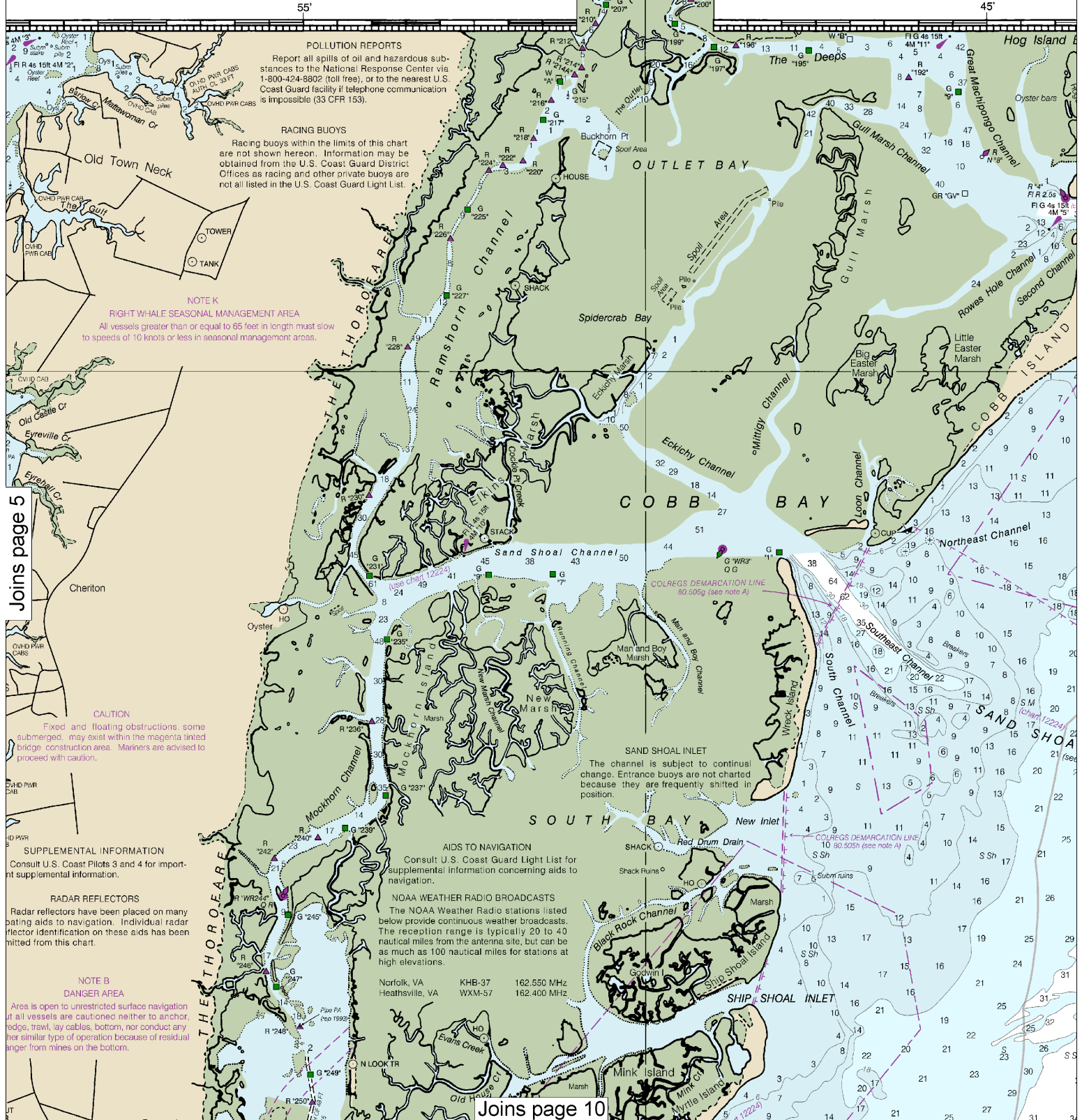
Formerly C&GS 1222, 1st Ed., Mar. 1913



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5

Within the 12-nautical mile Territorial Sea, established by Proclamation 13866, 1953, the Three Nautical Mile Line, previously established by Proclamation 13866, 1953, is retained as it continues to the limit of the other laws. The 9-nautical mile Natural Resource Boundary Line, established by Proclamation 13866, 1953, and the Three Nautical Mile Line, established by Proclamation 13866, 1953, are retained as they continue to the limit of the other laws. The 24-nautical mile Contiguous Zone, established by Proclamation 13866, 1953, and the Three Nautical Mile Line, established by Proclamation 13866, 1953, are retained as they continue to the limit of the other laws. Unless fixed by treaty or the U.S. Supreme Court, these maps are subject to modification.



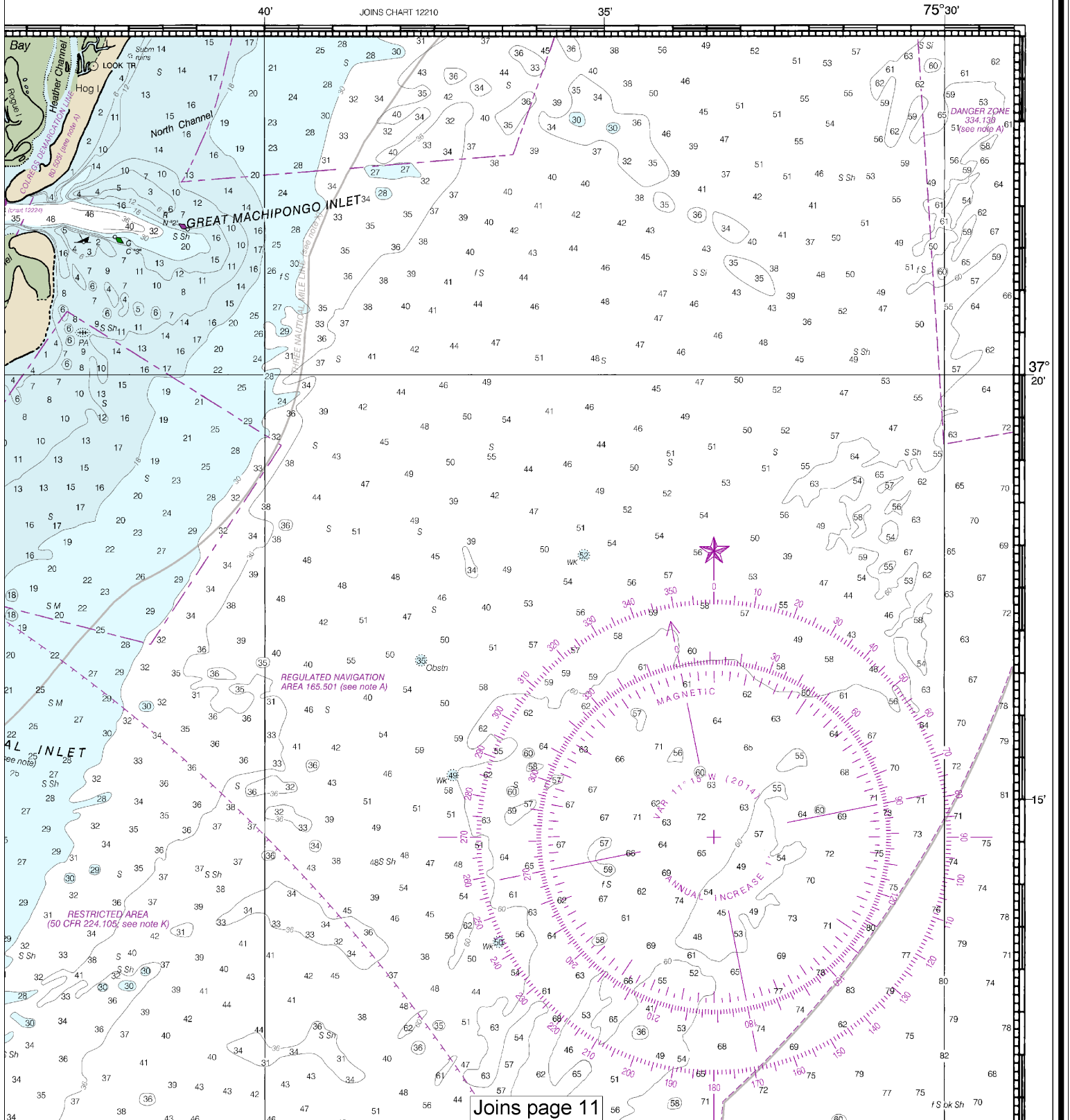
Joins page 5

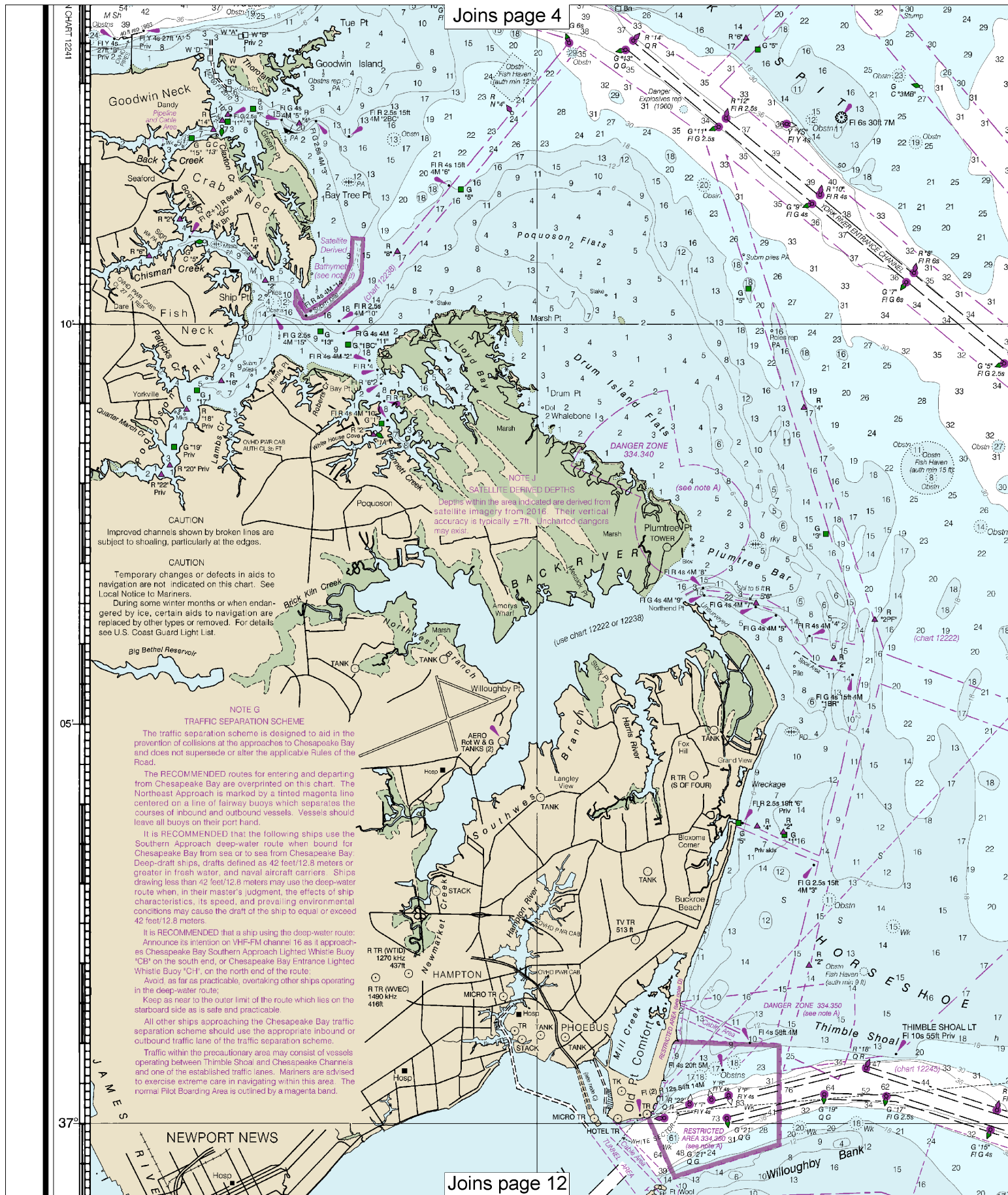
Joins page 10

Presidential Proclamation, previously identified as the depict the jurisdictional boundary off the Gulf coast. Line elsewhere remain in and the outer limit of the one and the 200 nautical Presidential Proclamation. strtime limits are subject

CAUTION
FISH TRAP AREAS AND STRUCTURES
 Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
 Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
 Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: _____
 Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

SOUNDINGS IN FEET

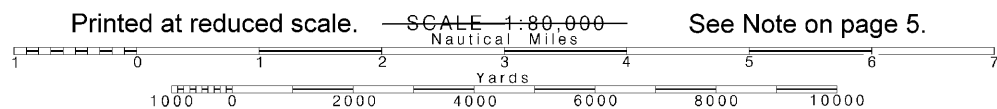




8

Note: Chart grid lines are aligned with true north.

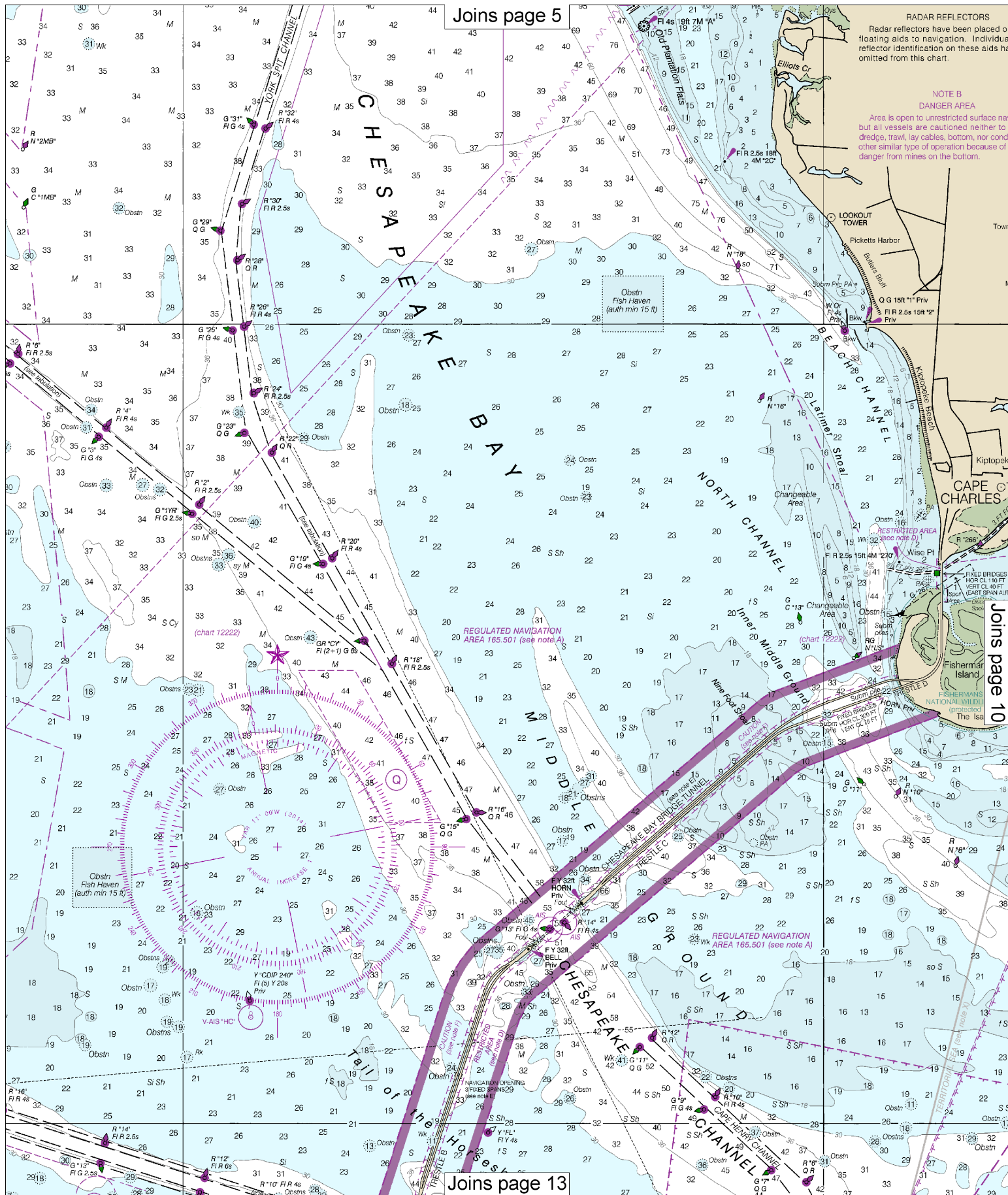
Printed at reduced scale.



See Note on page 5.

Radar reflectors have been placed on floating aids to navigation. Individual reflector identification on these aids has been omitted from this chart.

DANGER AREA
Area is open to unrestricted surface navigation but all vessels are cautioned neither to dredge, trawl, lay cables, bottom, nor conduct other similar type of operation because of danger from mines on the bottom.



NOAA Weather Radio
The NOAA Weather Radio system provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA KHB-37 162.550 MHz
Heathsville, VA WXM-57 162.400 MHz

NOTE B
DANGER AREA
Area is open to unrestricted surface navigation at all vessels are cautioned neither to anchor, edge, trail, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

RESTRICTED AREA
(50 CFR 224.105; see note K)

DANGER ZONE
334-330 (see note A)

Joins page 6

Joins page 14

Joins page 9

Note: Chart grid lines are aligned with true north.

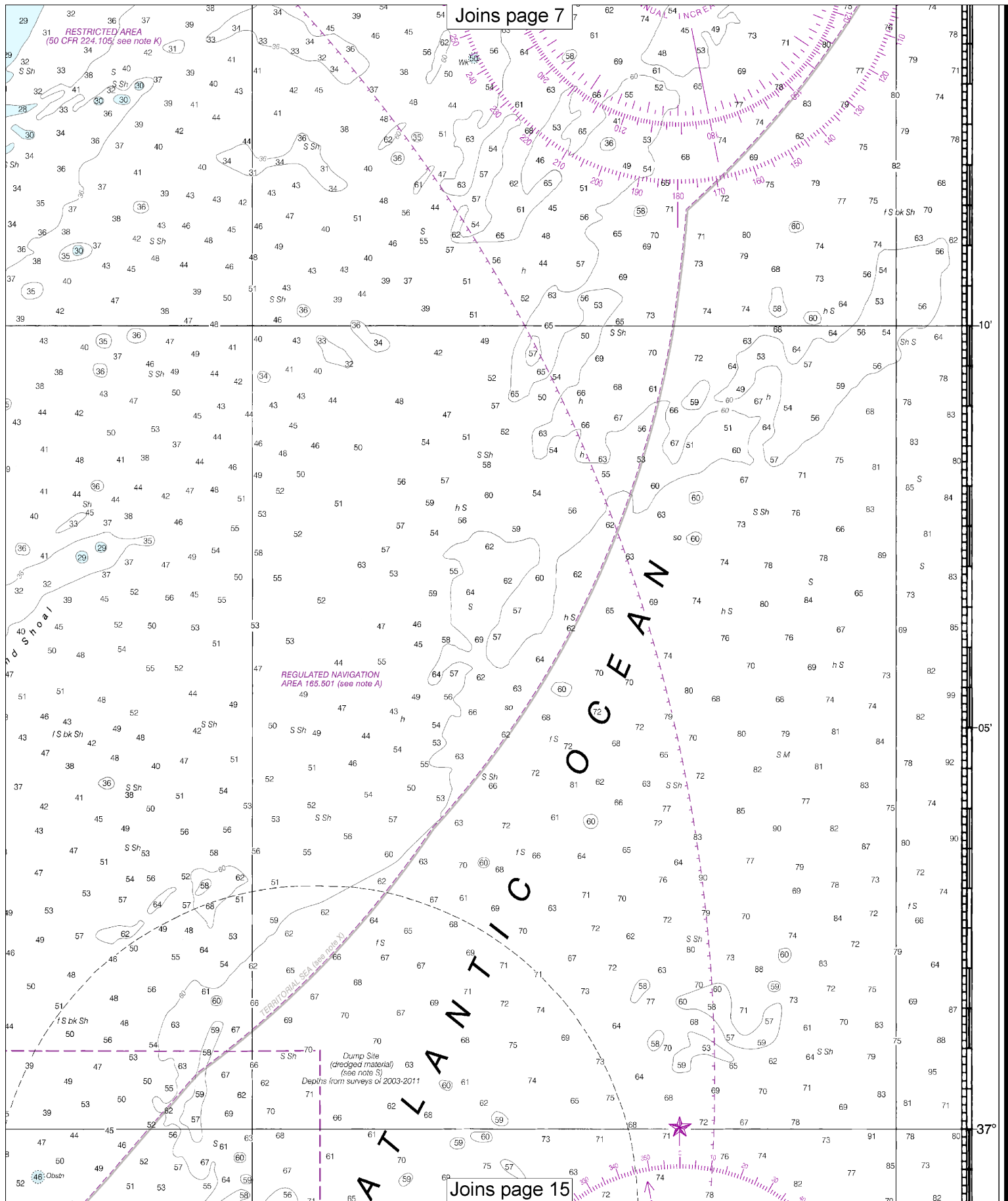
~~SCALE 1:80,000~~
Nautical Miles

The diagram illustrates the relationship between three units of measurement: Nautical Miles, Yards, and Fathoms. It consists of three horizontal number lines aligned vertically, with vertical lines connecting corresponding tick marks across the different units.

- Nautical Miles (top line):** The scale ranges from 1 to 6. There are major tick marks at every integer value (1, 2, 3, 4, 5, 6).
- Yards (middle line):** The scale ranges from 0 to 10,000. There are major tick marks at 0, 2,000, 4,000, 6,000, 8,000, and 10,000.
- Fathoms (bottom line):** The scale ranges from 0 to 10. There are major tick marks at every integer value (0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10).

Vertical lines connect the tick marks as follows:

- Nautical Miles 1 connects to Yards 2,000 and Fathoms 2.
- Nautical Miles 2 connects to Yards 4,000 and Fathoms 4.
- Nautical Miles 3 connects to Yards 6,000 and Fathoms 6.
- Nautical Miles 4 connects to Yards 8,000 and Fathoms 8.
- Nautical Miles 5 connects to Yards 10,000 and Fathoms 10.



Avoid, as far as practicable, overtaking other ships operating in the deep-water route;
Keep as near to the outer limit of the route which lies on the starboard side as is safe and practicable.
All other ships approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme.
Traffic within the precautionary area may consist of vessels operating between Thimble Shoal and Chesapeake Channels and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NEWPORT NEWS



NAME OF CHANNEL	PROJECT DEPTH MILY (FEET)
THIMBLE SHOAL CHANNEL	56.50
NORTH AUXILIARY CHANNEL	32
SOUTH AUXILIARY CHANNEL	32
CAPE HENRY CHANNEL	50
YORK SPIT CHANNEL	50
YORK RIVER ENTRANCE CHANNEL	37

PROJECT DEPTHS

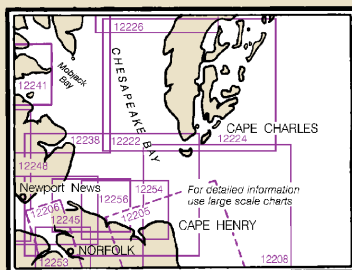
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at <http://navigation.usace.army.mil/Survey/Hydro>.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1964 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.524" northward and 1.216" eastward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.



NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown. Lighted buoys A through F are uncharted due to frequent relocations.

CAUTION SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

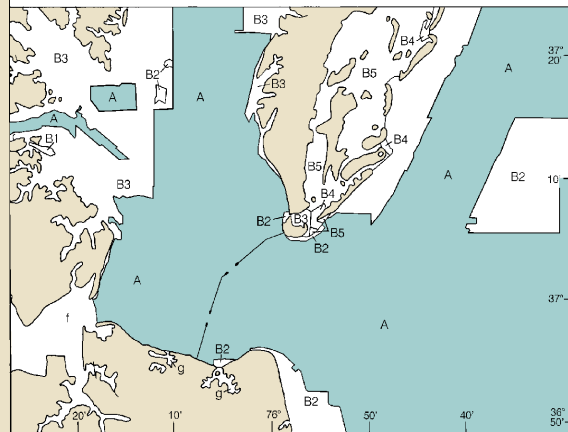
CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

SOURCE

Source	Coverage
A 1990-2016	full bottom coverage
B1 1990-2016	partial bottom coverage
B2 1970-1989	partial bottom coverage
B3 1940-1969	partial bottom coverage
B4 1900-1939	partial bottom coverage
B5 Pre-1900	partial bottom coverage
f	Chart 12245
g	Chart 12254



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at naionalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

12221

This is the Last Edition of this chart. It will be canceled on Oct 2, 2024
84th Ed., May 2019, Last Correction: 4/5/2024. Cleared through:
LNM: 1424 (4/2/2024), NM: 1624 (4/20/2024)

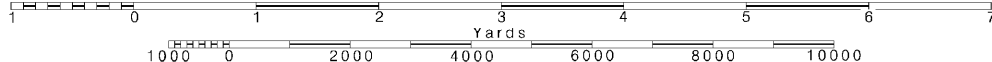
12

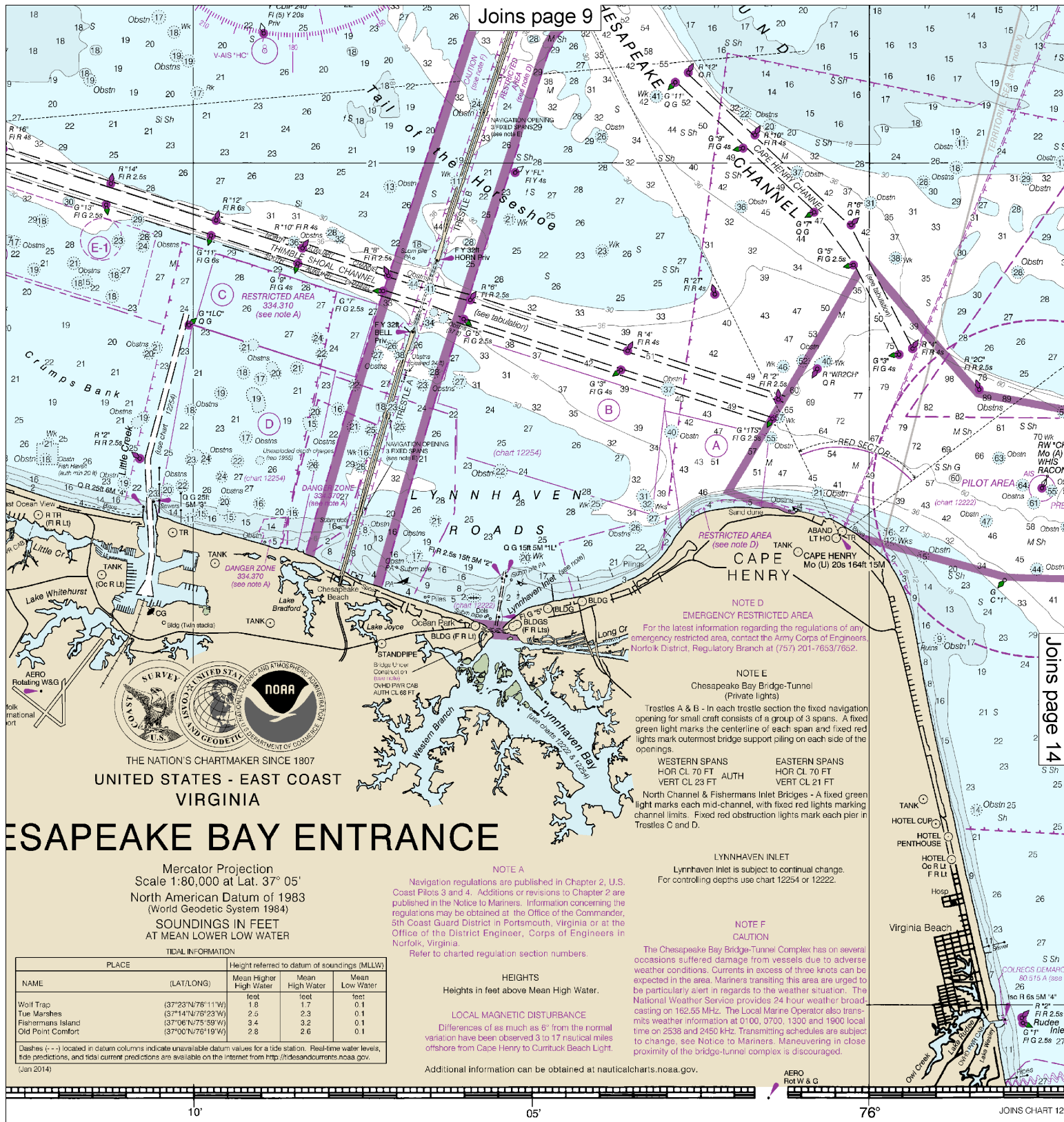
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
VIRGINIA

CHESAPEAKE BAY ENTRANCE

Mercator Projection
Scale 1:80,000 at Lat. 37° 05'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION		Height referred to datum of soundings (MLLW)		
PLACE		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Wolf Trap	(37°23'N/76°11'W)	1.8	1.7	0.1
Tue Marshes	(37°14'N/76°23'W)	2.6	2.3	0.1
Fishermans Island	(37°06'N/75°59'W)	3.4	3.2	0.1
Old Point Comfort	(37°00'N/76°19'W)	2.8	2.6	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Jan 2014)

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 3 and 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.
Refer to charted regulation section numbers.

HEIGHTS
Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 6° from the normal variation have been observed 3 to 17 nautical miles offshore from Cape Henry to Currituck Beach Light.

Additional information can be obtained at nauticalcharts.noaa.gov.

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7633/7652.

NOTE E
Chesapeake Bay Bridge-Tunnel
(Private lights)
Trestles A & B - In each trestle section the fixed navigation opening for small craft consists of a group of 3 spans. A fixed green light marks the centerline of each span and fixed red lights mark outermost bridge support piling on each side of the openings.

WESTERN SPANS
HOR CL 70 FT AUTH
VERT CL 23 FT
EASTERN SPANS
HOR CL 70 FT
VERT CL 21 FT
North Channel & Fishermans Inlet Bridges - A fixed green light marks each mid-channel, with fixed red lights marking channel limits. Fixed red obstruction lights mark each pier in Trestles C and D.

LYNNHAVEN INLET
Lynnhaven Inlet is subject to continual change.
For controlling depths use chart 12254 or 12222.

NOTE F
CAUTION
The Chesapeake Bay Bridge-Tunnel Complex has on several occasions suffered damage from vessels due to adverse weather conditions. Currents in excess of three knots can be expected in the area. Mariners transiting this area are urged to be particularly alert in regards to the weather situation. The National Weather Service provides 24 hour weather broadcast on 162.65 MHz. The Local Marine Operator also transmits weather information at 0100, 0700, 1300 and 1900 local time on 2530 and 2450 kHz. Transmitting schedules are subject to change; see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Published at Washington, D.C.
DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SCALE 1:80,000

Nautical Miles

2

Printed at reduced scale.

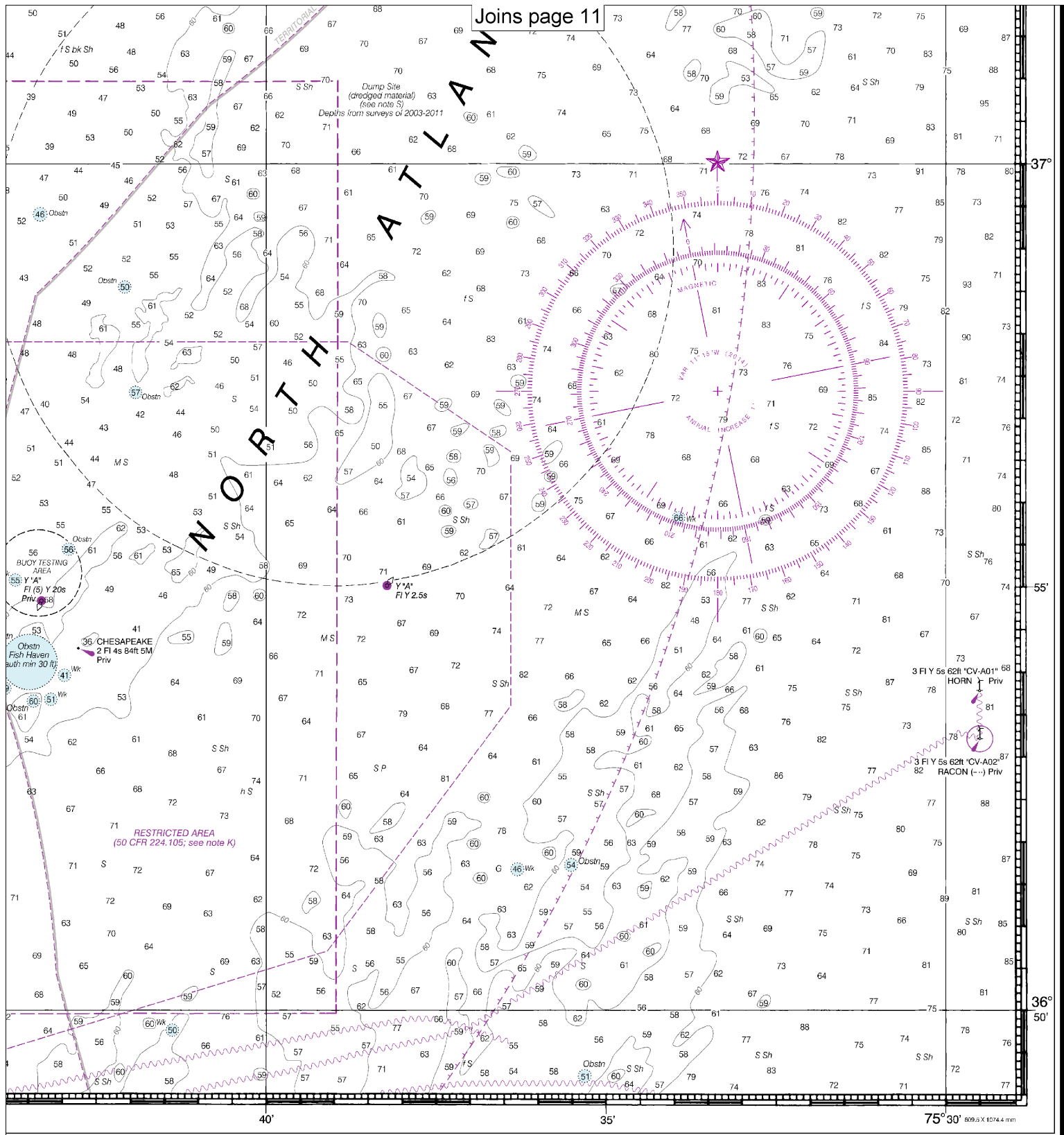
~~SCALE 1:80,000~~

Nautical Miles	
1	1.15
2	2.30
3	3.45
4	4.60
5	5.75
6	6.90
7	8.05
8	9.20
9	10.35
10	11.50
11	12.65
12	13.80
13	14.95
14	16.10
15	17.25
16	18.40
17	19.55
18	20.70
19	21.85
20	23.00
21	24.15
22	25.30
23	26.45
24	27.60
25	28.75
26	29.90
27	31.05
28	32.20
29	33.35
30	34.50
31	35.65
32	36.80
33	37.95
34	39.10
35	40.25
36	41.40
37	42.55
38	43.70
39	44.85
40	46.00
41	47.15
42	48.30
43	49.45
44	50.60
45	51.75
46	52.90
47	54.05
48	55.20
49	56.35
50	57.50
51	58.65
52	59.80
53	60.95
54	62.10
55	63.25
56	64.40
57	65.55
58	66.70
59	67.85
60	69.00
61	70.15
62	71.30
63	72.45
64	73.60
65	74.75
66	75.90
67	77.05
68	78.20
69	79.35
70	80.50
71	81.65
72	82.80
73	83.95
74	85.10
75	86.25
76	87.40
77	88.55
78	89.70
79	90.85
80	92.00
81	93.15
82	94.30
83	95.45
84	96.60
85	97.75
86	98.90
87	100.05
88	101.20
89	102.35
90	103.50
91	104.65
92	105.80
93	106.95
94	108.10
95	109.25
96	110.40
97	111.55
98	112.70
99	113.85
100	115.00

3
Yards

See Note on page 5.

Note: Chart grid lines are aligned with true north.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Chesapeake Bay Entrance
SOUNDINGS IN FEET - SCALE 1:80,000

12221



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
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