

# Appendix B

## CLASSIC NACO CHARTS

### CHANGING FORMATS

You may have noticed that the National Aeronautical Charting Office (NACO) approach charts appear in two slightly different formats. The chart illustrations in this book use what is called the Pilot Briefing Information format. The other style is known as the traditional chart format. While the information presented on both charts is essentially the same, the chart layout is somewhat different. The Pilot Briefing Information format was introduced in 2000, and all NACO approach charts will eventually be reissued in this format. Until the remaining charts are converted, the *U.S. Terminal Procedures Publication (TPP)* will contain a mixture of both formats.

### DIFFERENCES BETWEEN THE FORMATS

One of the most noticeable differences between the charts is the arrangement of the heading information. On the traditional chart, the approach type and runway

number are shown on the top left, while the airport name, identifier, city, and state are on the right. The new format places the city and state at the top left, with the approach and runway number on the right, above the airport name and identifier. [Figure B-1]

The box containing procedural notes and nonstandard takeoff and alternate landing minimums is near the top of the new format. This information is located in the bottom left corner of the traditional format. [Figure B-2 on page B-2]

Communication frequencies are listed in an upper corner of the planview on traditional charts and in the third row of boxes on the Pilot Briefing Information charts. [Figure B-3 on page B-3]

The missed approach information is located in two places on the new format. The full text of the missed approach procedure is in the second row of boxes at the

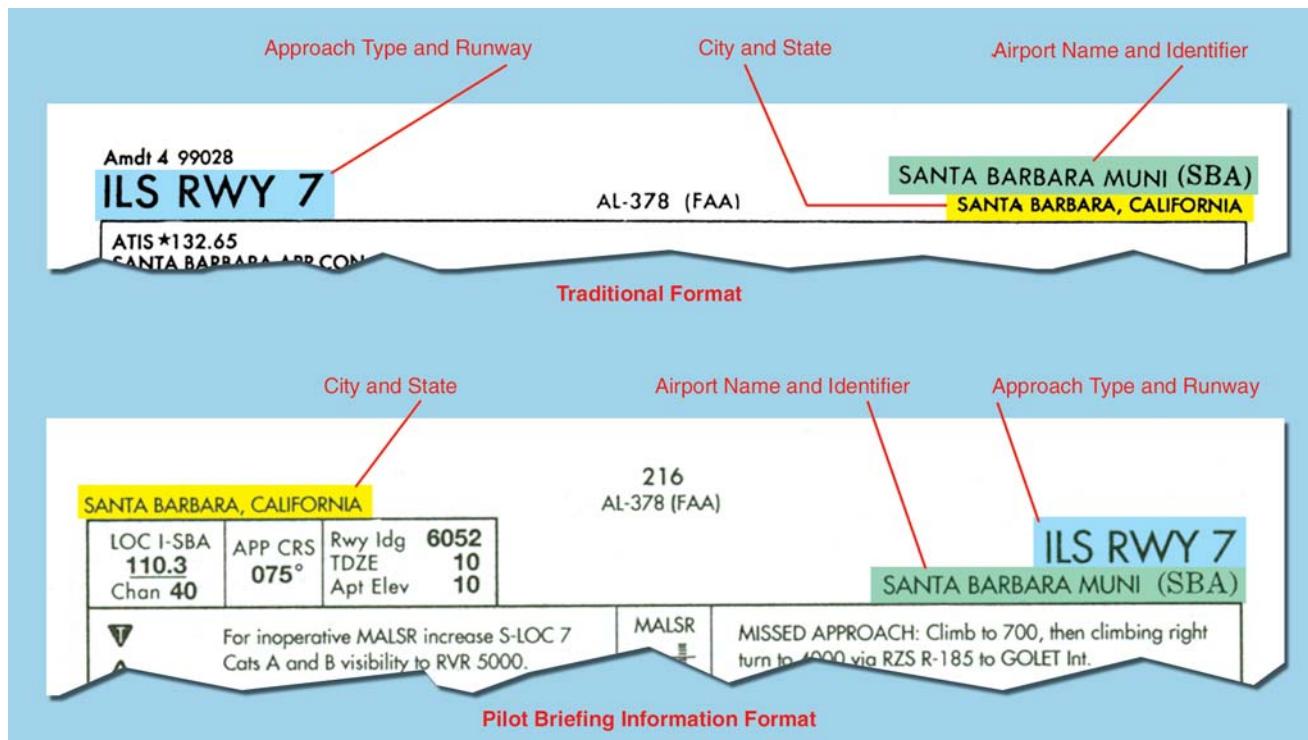


Figure B-1. Heading Information.

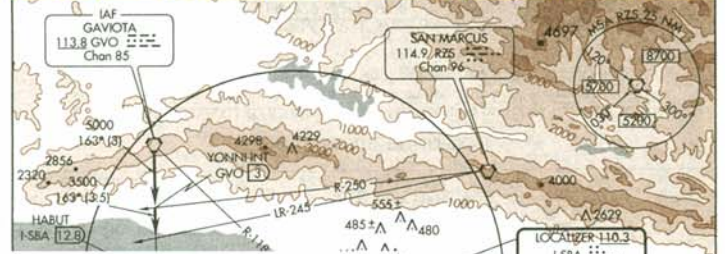


Communication Frequencies

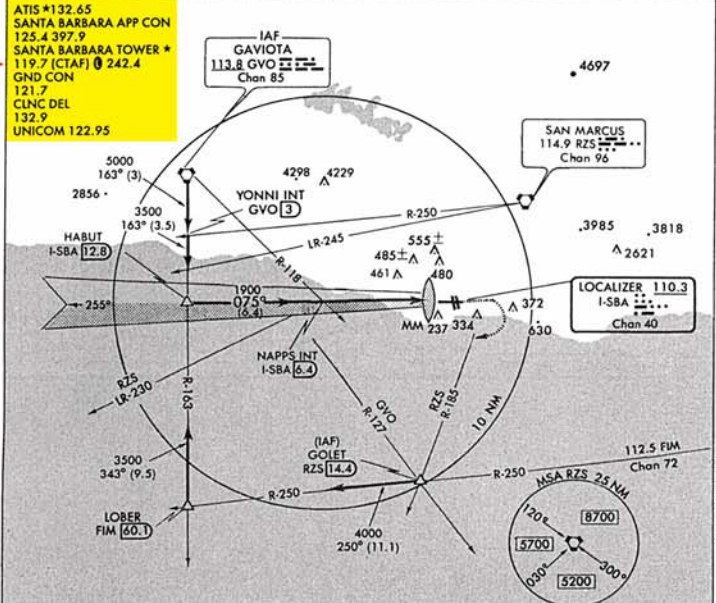
SANTA BARBARA, CALIFORNIA  
 216  
 AL-378 (FAA)  
**ILS RWY 7**  
 SANTA BARBARA MUNI (SBA)

LOC I-SBA 110.3 Chan 40	APP CRS 075°	Rwy Idg TDZE Apt Elev 6052 10 10	MALSR	MISSED APPROACH: Climb to 700, then climbing right turn to 4000 via RZS R-185 to GOLET Int.
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ATIS* 132.65	SANTA BARBARA APP CON 125.4 397.9	SANTA BARBARA TOWER* 119.7 (CTAF) 242.4	GND CON 121.7	CLNC DEL 132.9	UNICOM 122.95
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Amdt 4 99028  
**ILS RWY 7**  
 AL-378 (FAA)  
 SANTA BARBARA MUNI (SBA)  
 SANTA BARBARA, CALIFORNIA



**ILS RWY 7**  
 Amdt 4 99028  
 34°26'N - 119°50'W  
 477

**MISSED APPROACH**  
 Climb to 700, then climbing right turn to 4000 via RZS R-185 to GOLET Int.

Procedure Turn	NA		
GS	3.00°		
TCH	53		

CATEGORY	210/24 200 (200-½)		
S-ILS 7	210/24 200 (200-½)		
S-LOC 7	460/24 450 (500-½)	460/40 450 (500-½)	460/50 450 (500-1)
CIRCLING	760-1 750 (800-1)	760-1¼ 750 (800-1¼)	760-2¼ 960-3 950 (1000-3)

For inoperative MALSR increase S-LOC 7 Cats A and B visibility to RVR 5000.

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min.Sec	5:18	3:32	2:39	2:07	1:46

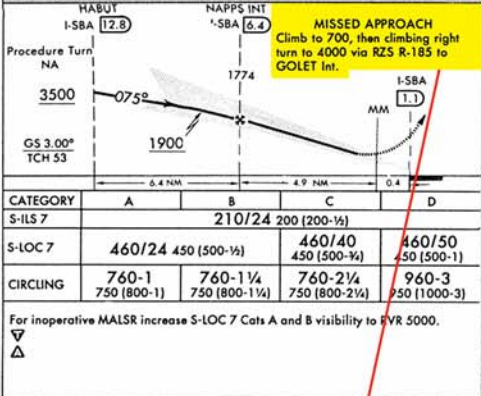
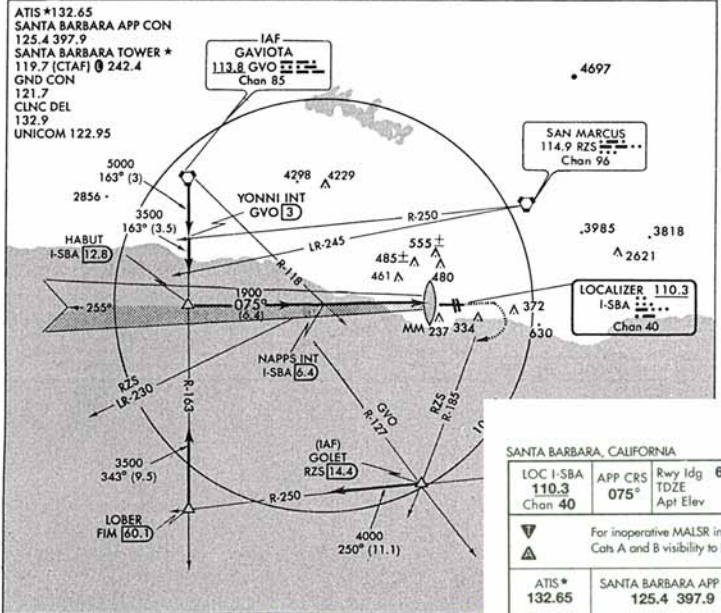
SANTA BARBARA, CALIFORNIA  
 SANTA BARBARA MUNI (SBA)

Pilot Briefing Information Format

Traditional Format

Figure B-3. Communication Frequencies.

**ILS RWY 7** AL-378 (FAA) SANTA BARBARA MUNI (SBA) SANTA BARBARA, CALIFORNIA

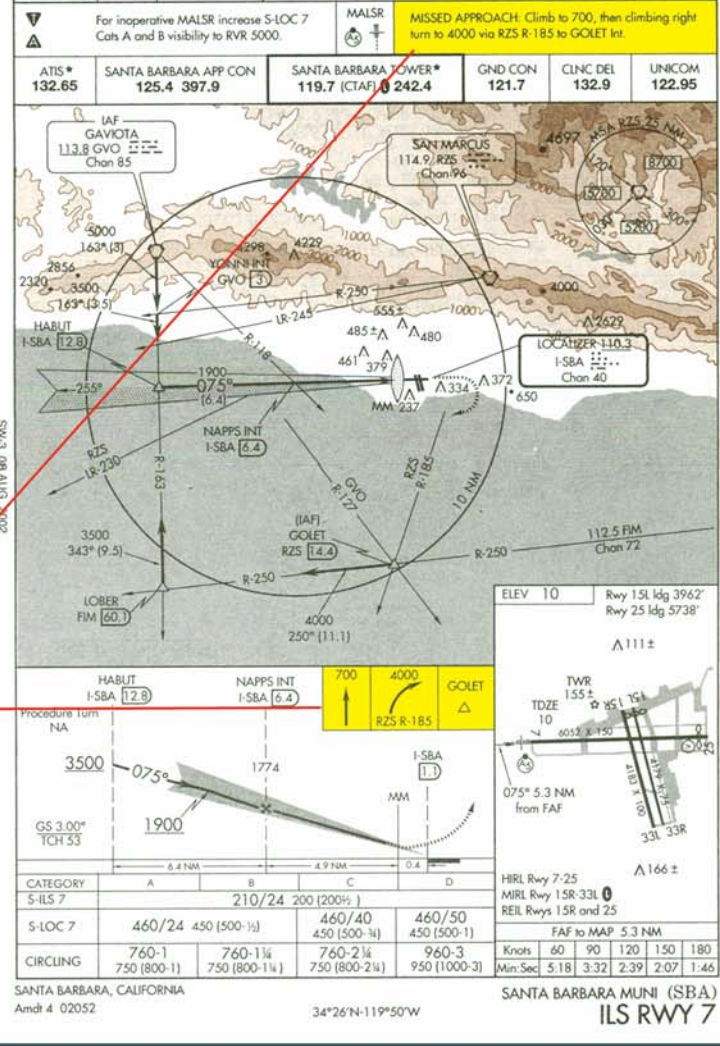


**ILS RWY 7** Amdt 4 99028  
34°26'N · 119°50'W  
477

Traditional Format

Missed Approach Information

216 AL-378 (FAA) ILS RWY 7 SANTA BARBARA MUNI (SBA)



Pilot Briefing Information Format

Figure B-4. Missed Approach Information.

top of the chart, and the missed approach icons show the information graphically near the profile view. Traditional charts place the missed approach procedure only on the profile view. [Figure B-4]

Most other features are common to both formats. For a more detailed discussion of the traditional NACO chart format, see Chapter 8 of the *Instrument Flying Handbook* (FAA-H-8083-15).

## FEATURES OF THE PILOT BRIEFING INFORMATION CHART FORMAT

Several features were added to the new format to make the chart easier to use and to facilitate a logical priority sequence for a flight crew briefing. The top row of boxes

contains the primary procedure navigation information, final approach course, runway landing distance available, and the touchdown zone and airport elevations. The next row contains procedure notes and limitations, as well as icons indicating if nonstandard alternate and/or takeoff minimums apply. Symbols have been added to indicate the type of approach lighting found at the airport, followed by the full text description of the missed approach procedure. The third row contains communication facilities and frequencies in the order in which they are used during an approach. [Figure B-5]

The symbols used for the approach lighting system are similar to those on the airport sketch at the bottom of the page and are shown in detail in the legend at the front of the chart booklet. [Figure B-6 on page B-6]

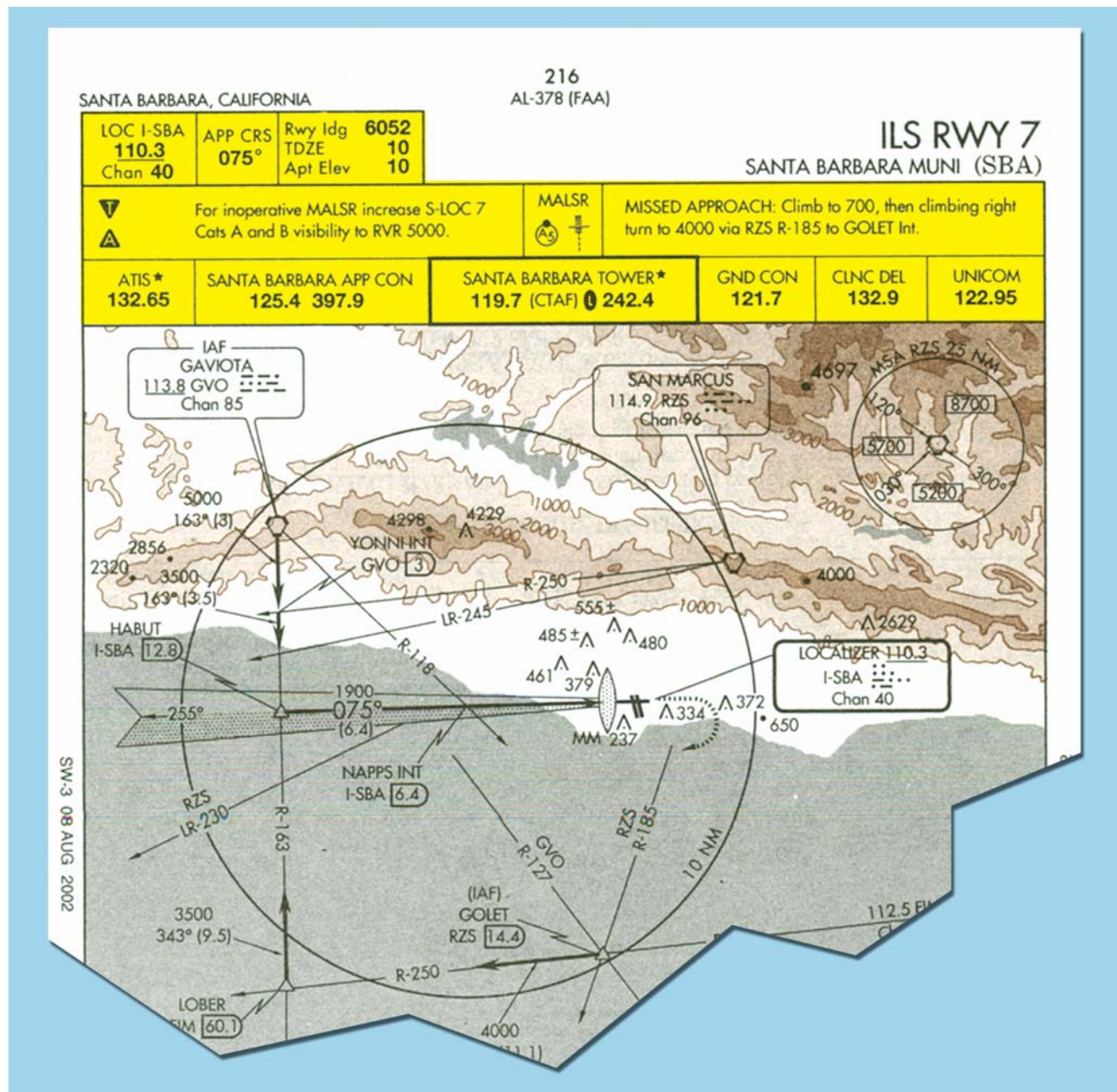
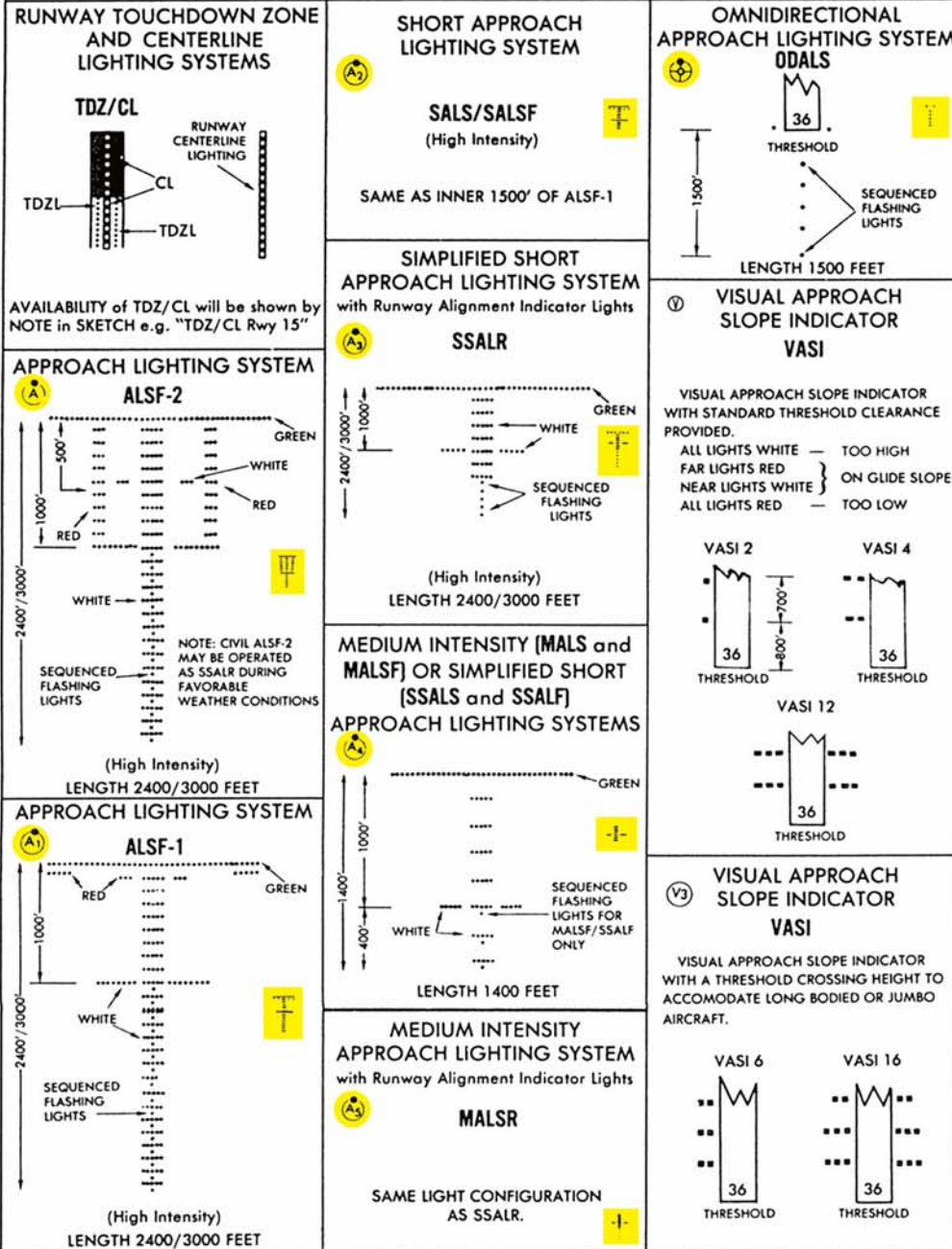


Figure B-5. Pilot Briefing Information Format.

Each approach lighting system indicated on Airport Diagrams will bear a system identification indicated in legend.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1) Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).



SW-3, 08 AUG 2002

SW-3, 08 AUG 2002

Figure B-6. Approach Lighting Information.

Another new feature of the Pilot Briefing Information format is a set of visual icons that show the initial up and out maneuvers for the missed approach procedure. They are easily interpreted instructions for climbs, turns, headings, and altitudes. In especially complex procedures, only the first few steps are depicted, so pilots and flight crews must refer to the full text description of the missed approach procedure located at the top of the chart. [Figure B-7]

The planview on some charts depicts terrain features using colored contour areas. Terrain contours are only shown in situations in which the ground within the planview is at least 4,000 feet above the airport elevation, or where terrain rises 2,000 feet within 6 NM of the airport reference point. Keep in mind that these contours do not ensure clearance above or around the terrain. Likewise, a lack of terrain information does not mean the absence of high terrain or structures in the airport area. [Figure B-8]

The legend pages in the front of the TPP booklet have additional information about both types of charts.

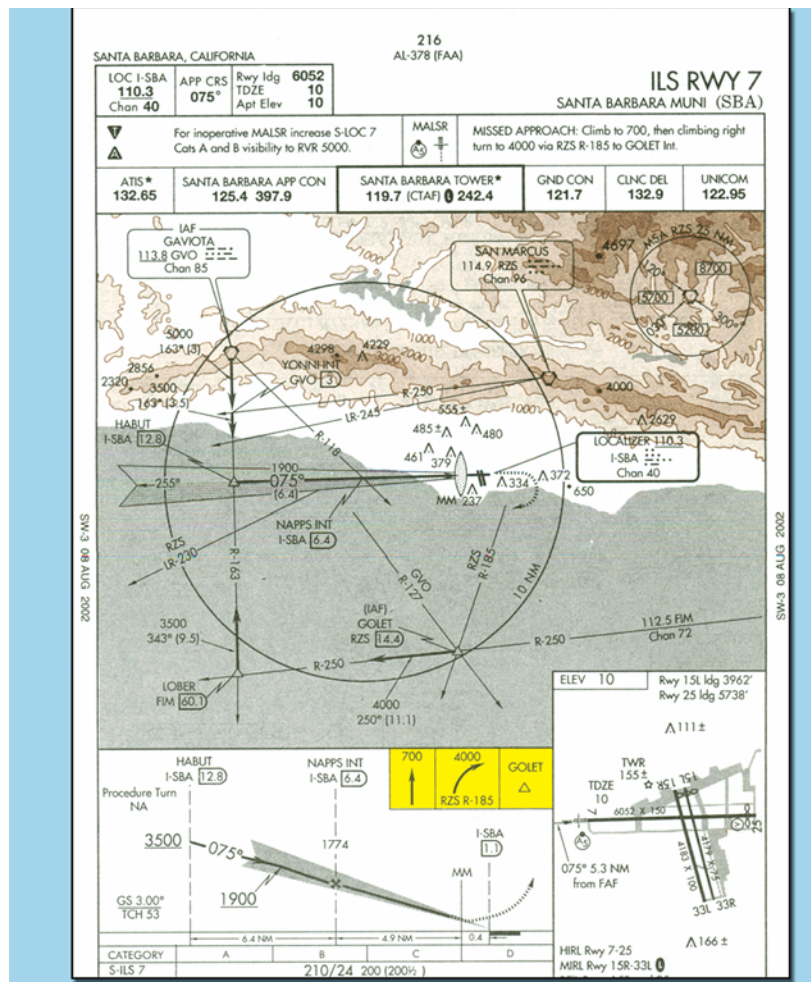


Figure B-7. Missed Approach Icons.

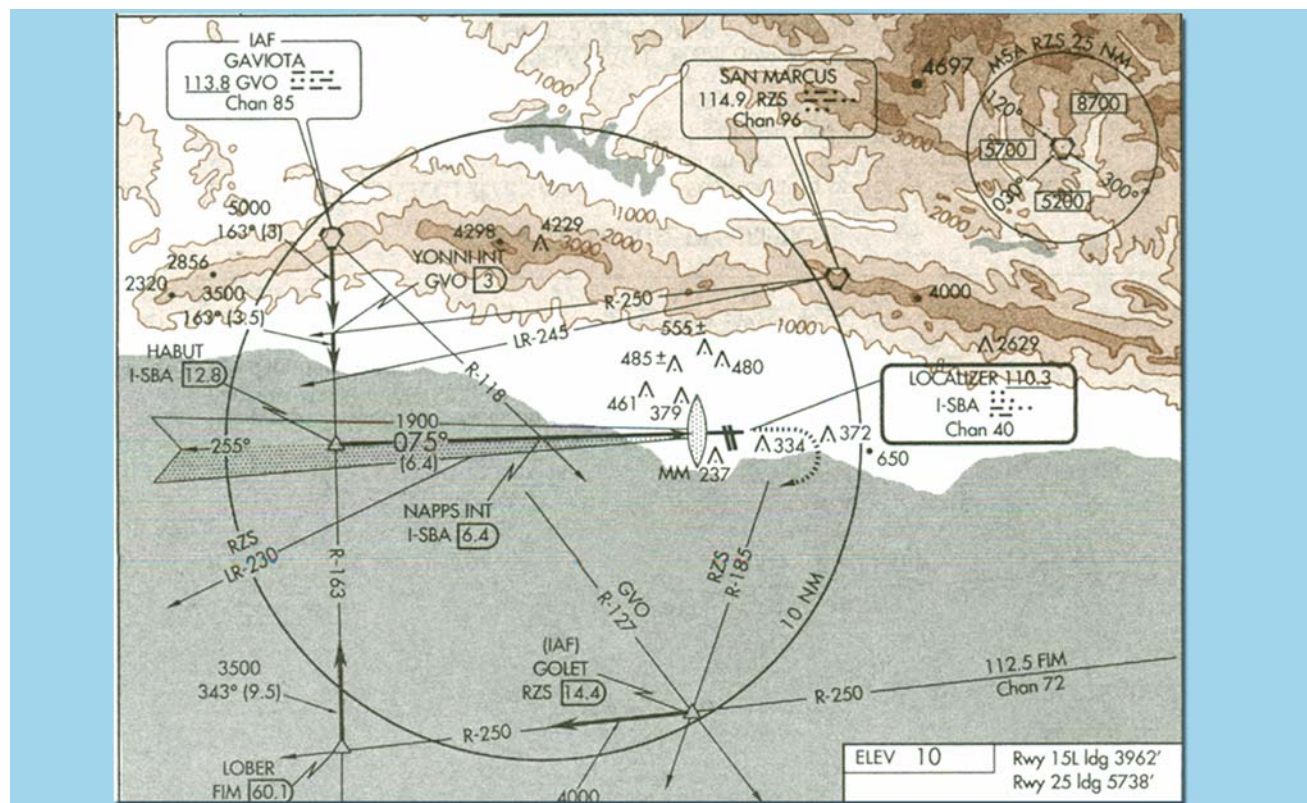


Figure B-8. Terrain Contours.

