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

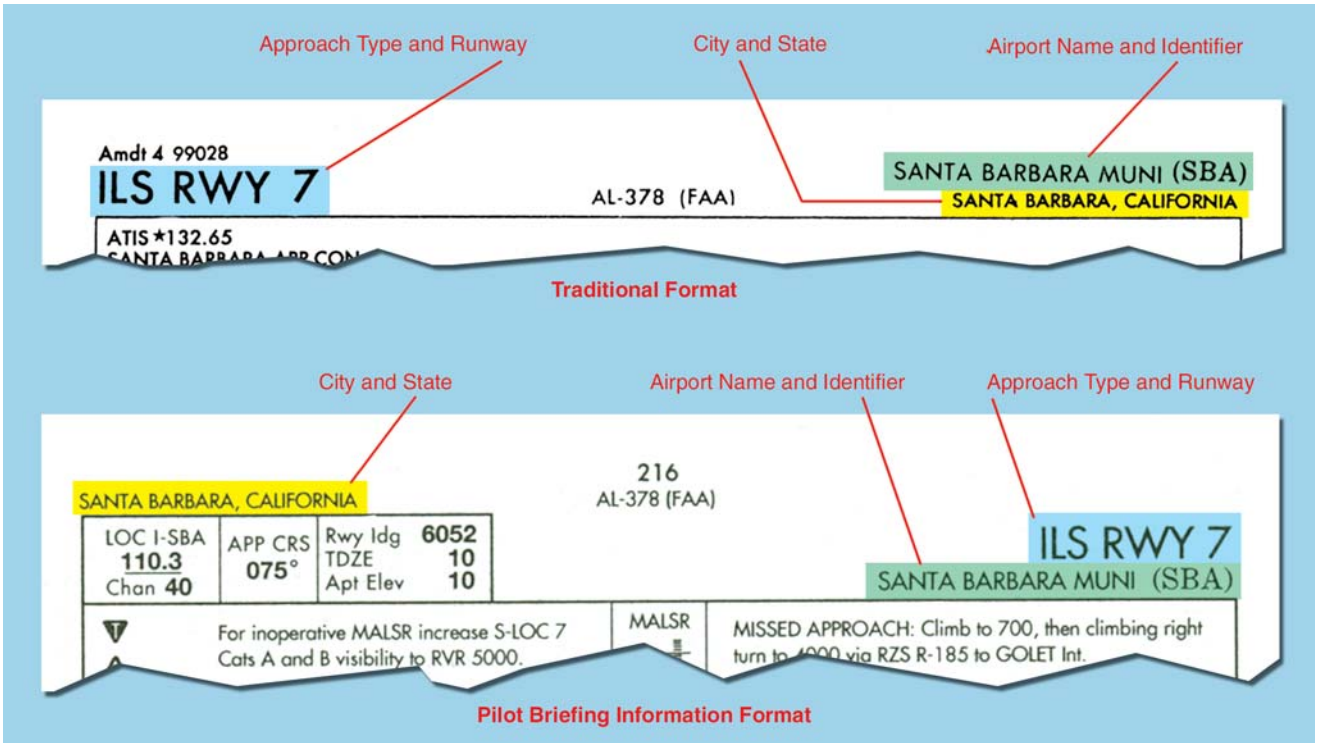

Figure B-1. Heading Information.

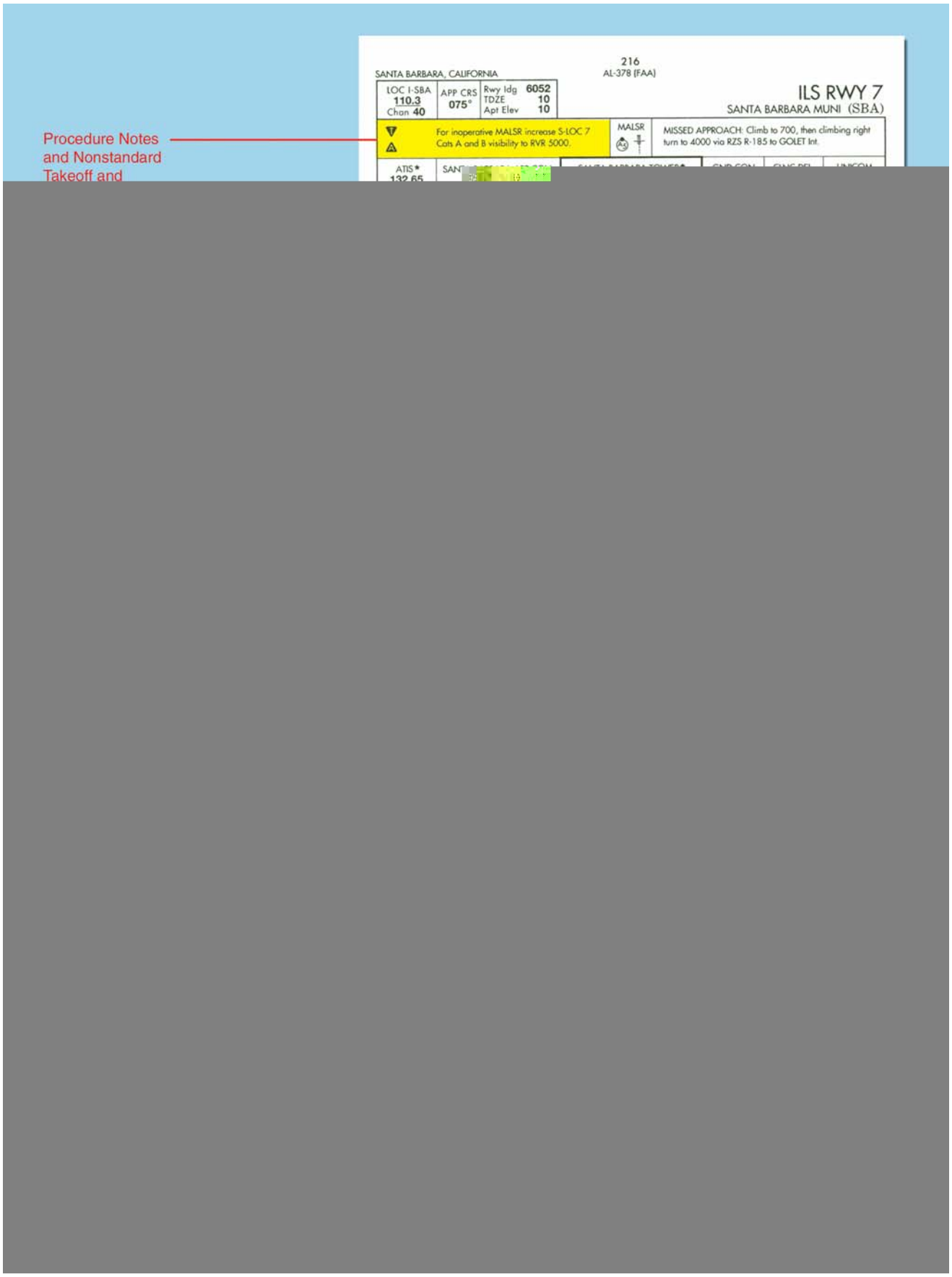

Figure B-2. Procedural Notes and Nonstandard Takeoff and Alternate Minimums.

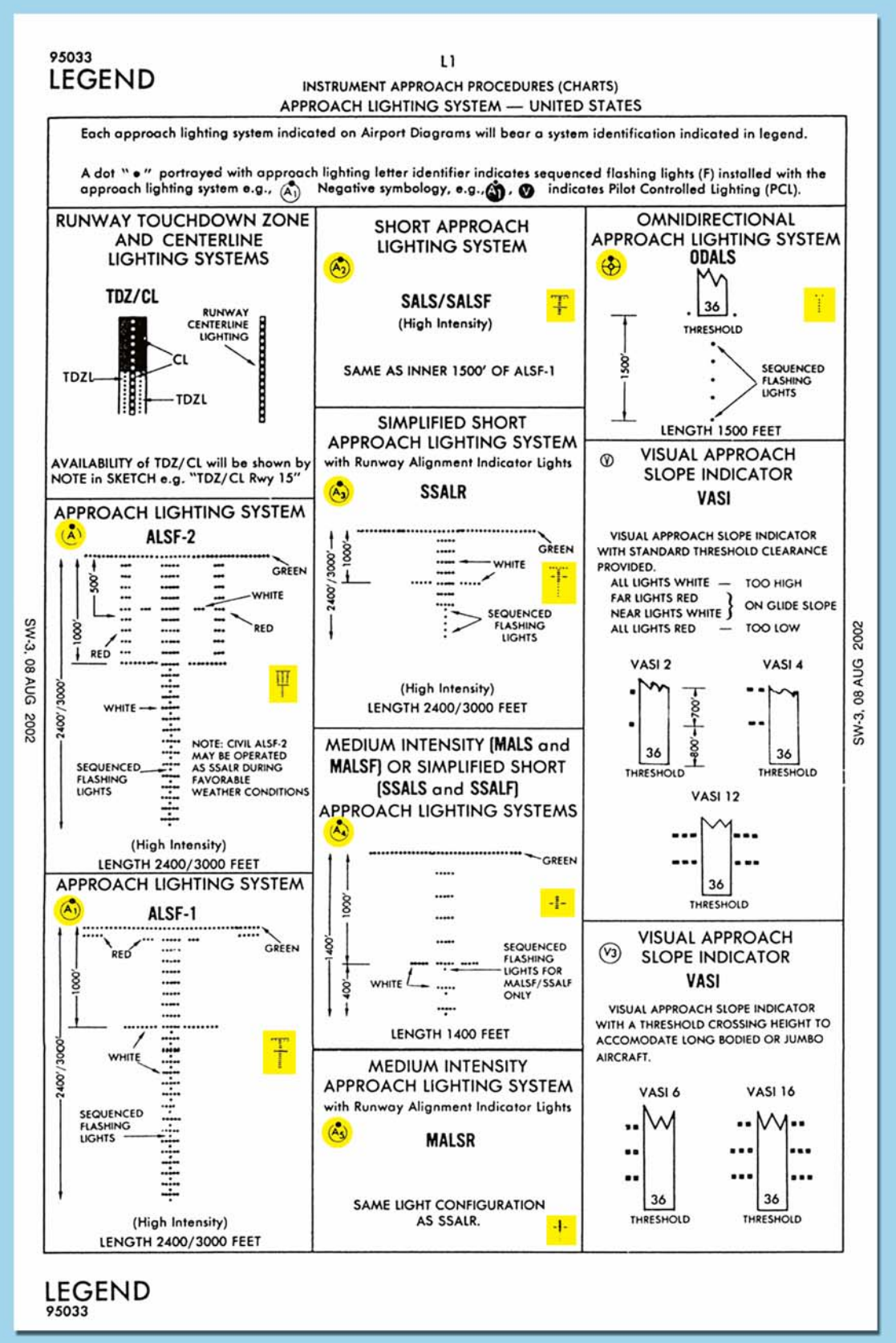

Figure B-6. Approach Lighting Information.

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.

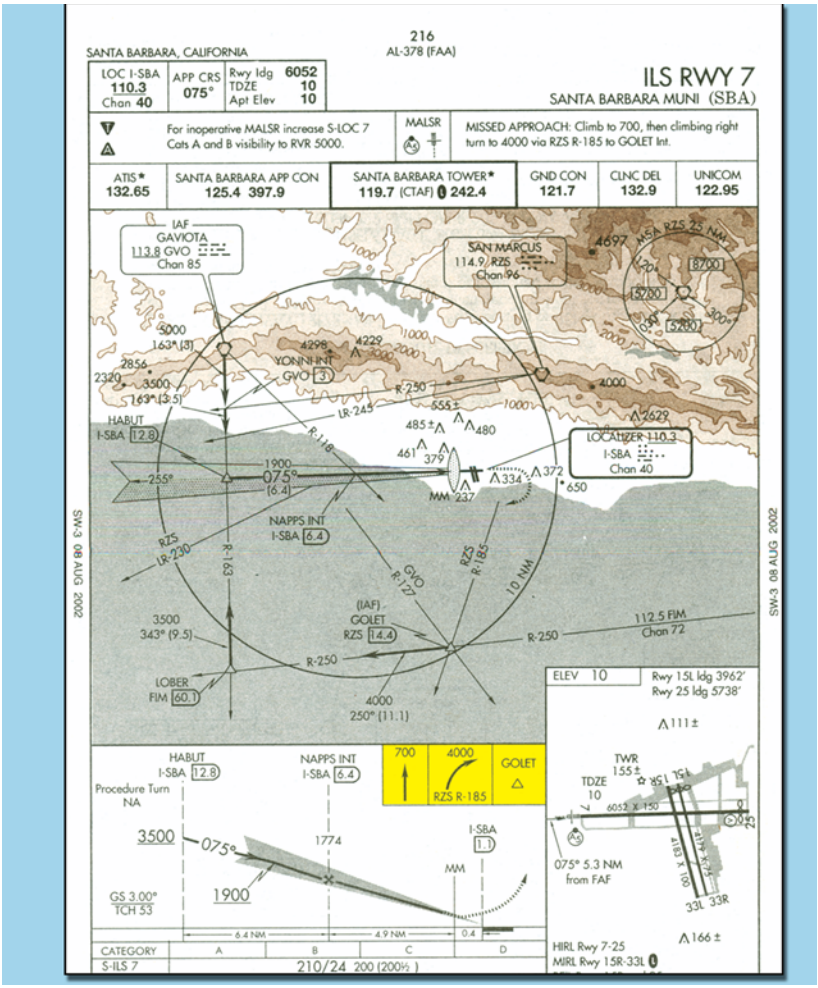

Figure B-7. Missed Approach Icons.

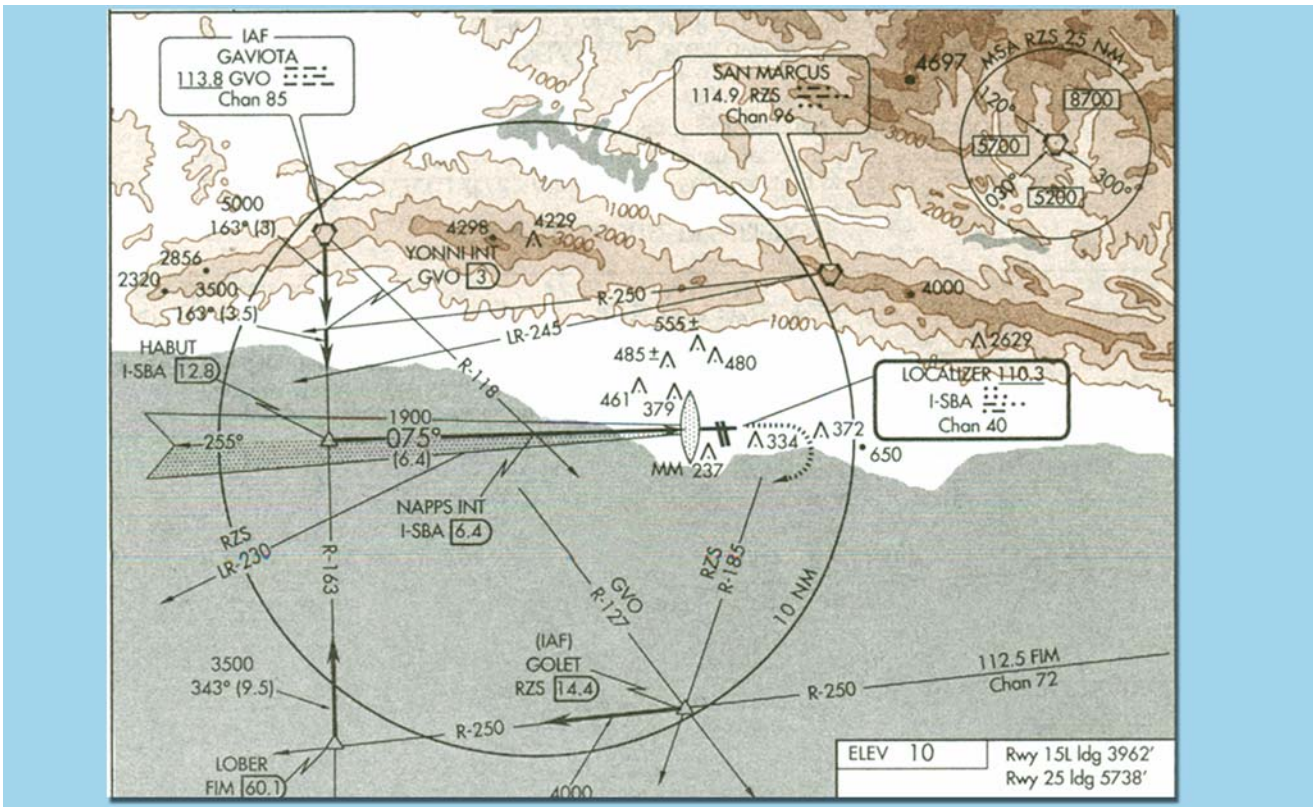

Figure B-8. Terrain Contours.