Private Pilot (ASEL) Ground School Course

Lesson 21 | Sectional Charts and Associated Publication

Lesson Overview

Lesson Objectives:

- Develop knowledge of the publications available to pilots regarding navigation and airport operations.
- Develop an understanding of how to read and utilize charts and other publications.

Lesson Completion Standards:

- Student demonstrates satisfactory knowledge of sectional chart and associated publications by answering questions and actively participating in classroom discussions.

VFR Sectional Charts

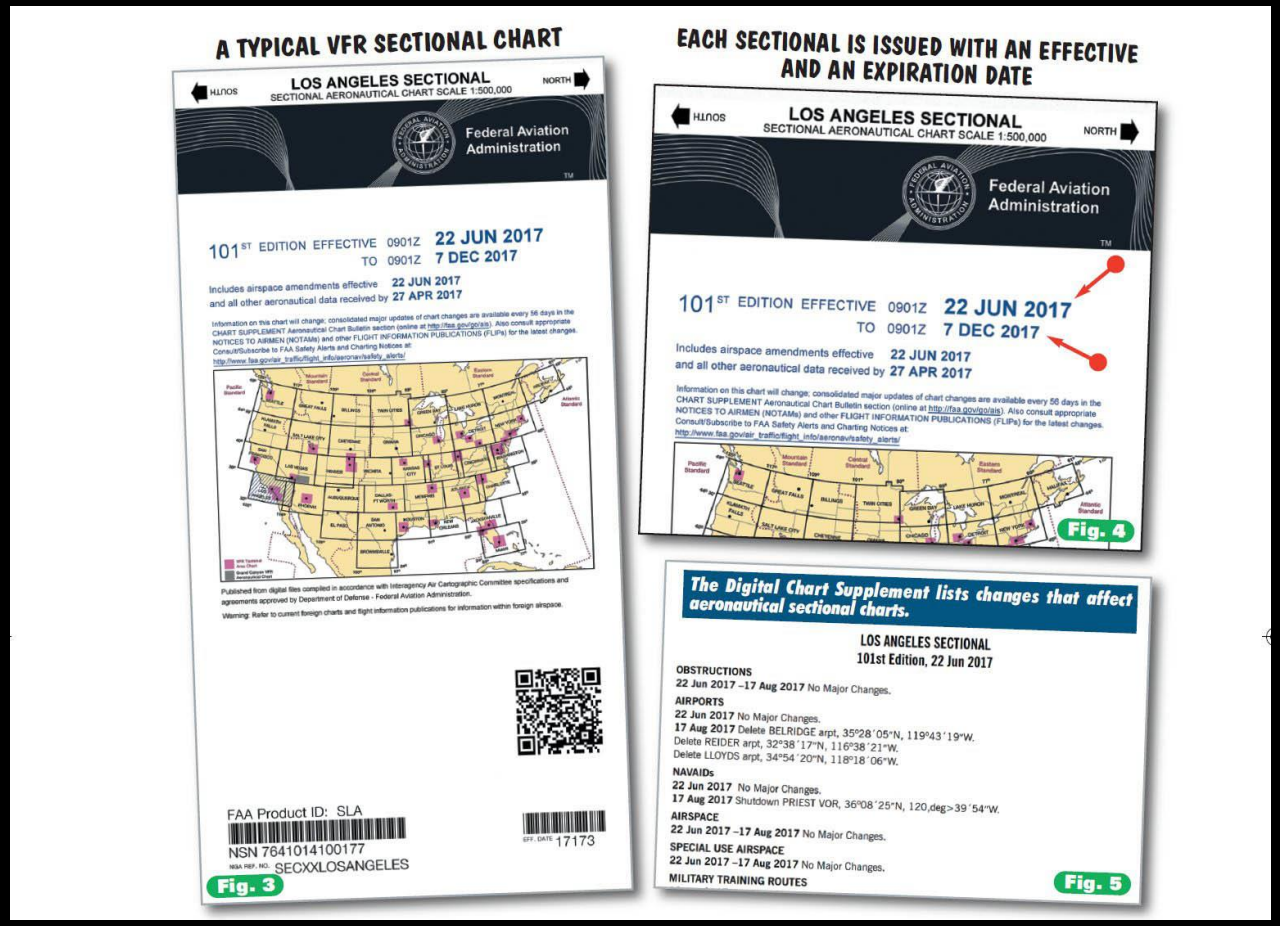
Sectional Charts and Associated Publications

Charts

- Maps are representations of the earth’s surface and its topographic features
- Show mountains and lakes, hills and valleys, deserts and forests
- Aviation maps include information about manmade features such as cities, towns, roads, railroad tracks, etc

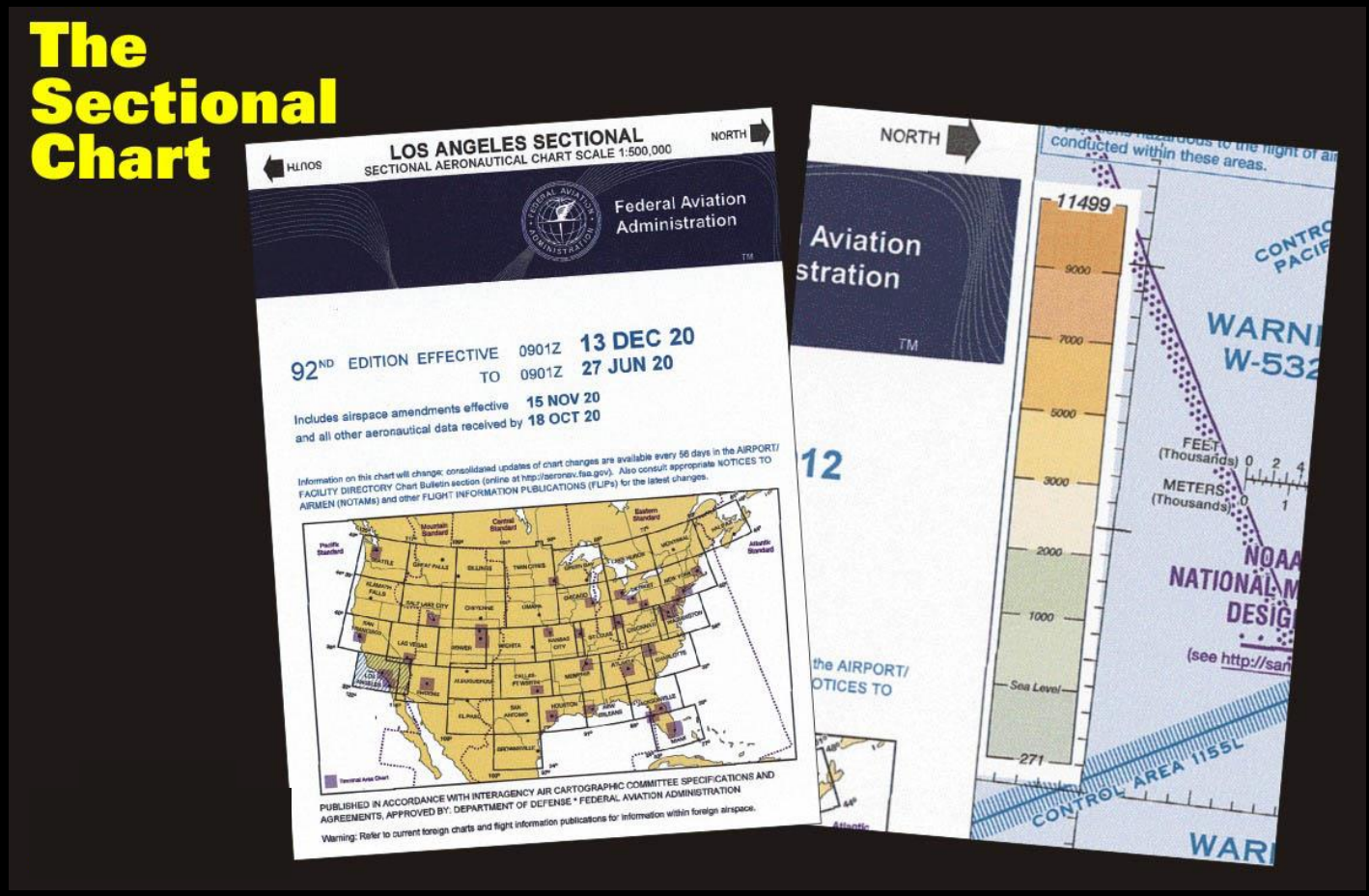
Aeronautical Sectional Chart

- Pilot's most common tool for VFR navigation
- Typical sectional chart is one of 37 charts covering the entire continental US
- Issued with an effective date and an expiration date
- Are good for 56 days and then reissued



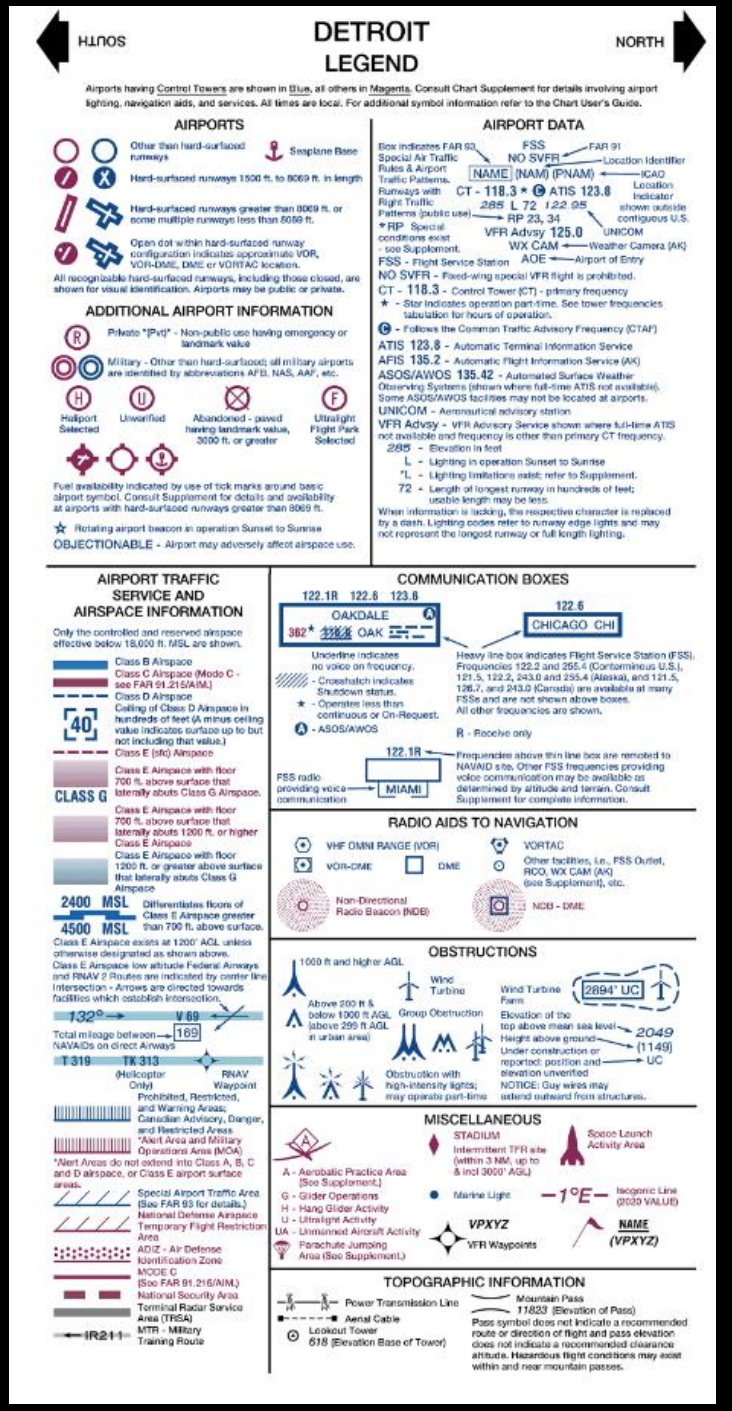
Aeronautical Sectional Chart

- Never use an outdated chart
- Airports, obstructions, navigational aids, and airspace can change



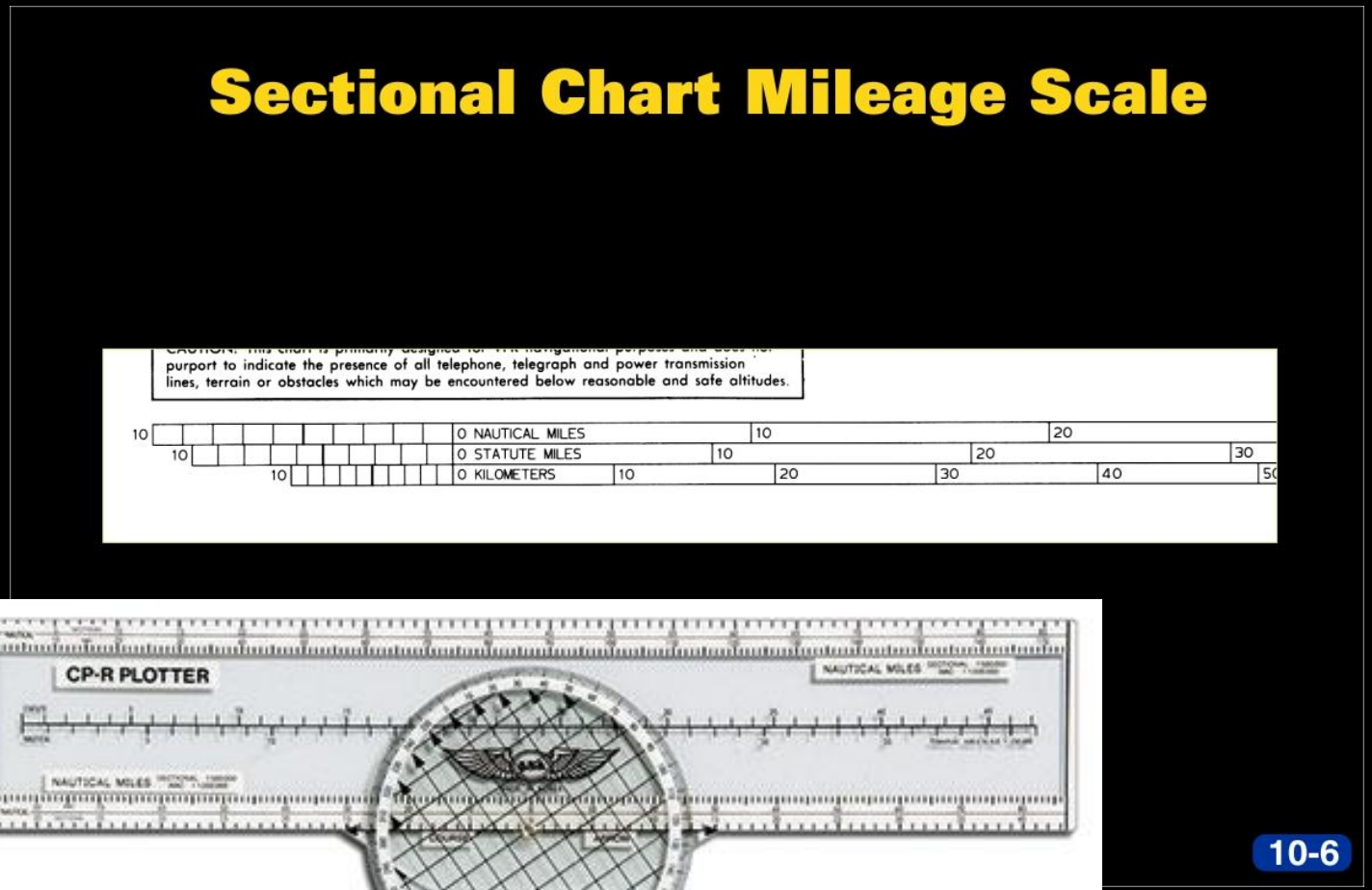
Detroit Sectional Legend

- Know ***<u>each</u>*** symbol



Sectional Chart Milage Scale

- Sectional chart has a scale of 1 to 500,000
- Each inch on a sectional chart represents 500,000 inches on the actual earth
- Sectional charts have their own mileage scale
- Your plotter corresponds to this scale

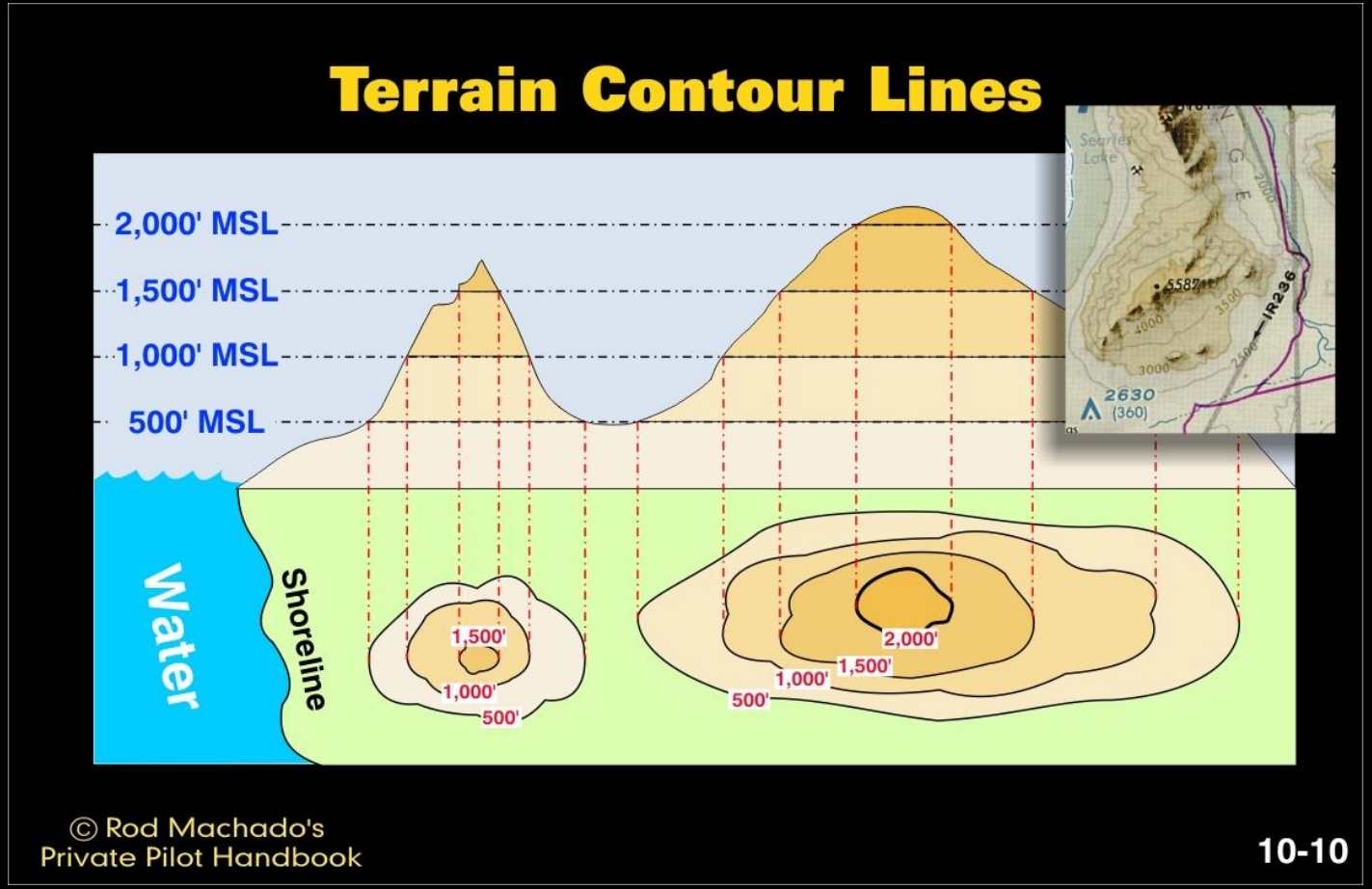


Topographical Information On a Sectional Chart

- Pilotage is mostly accomplished by use of the sectional chart
- Translating the shadings and markings on the chart into a mental picture and match it up with what’s outside is a learned skill
- Not all features on the ground are shown on the chart
- What's shown on the chart is almost always found on the surface

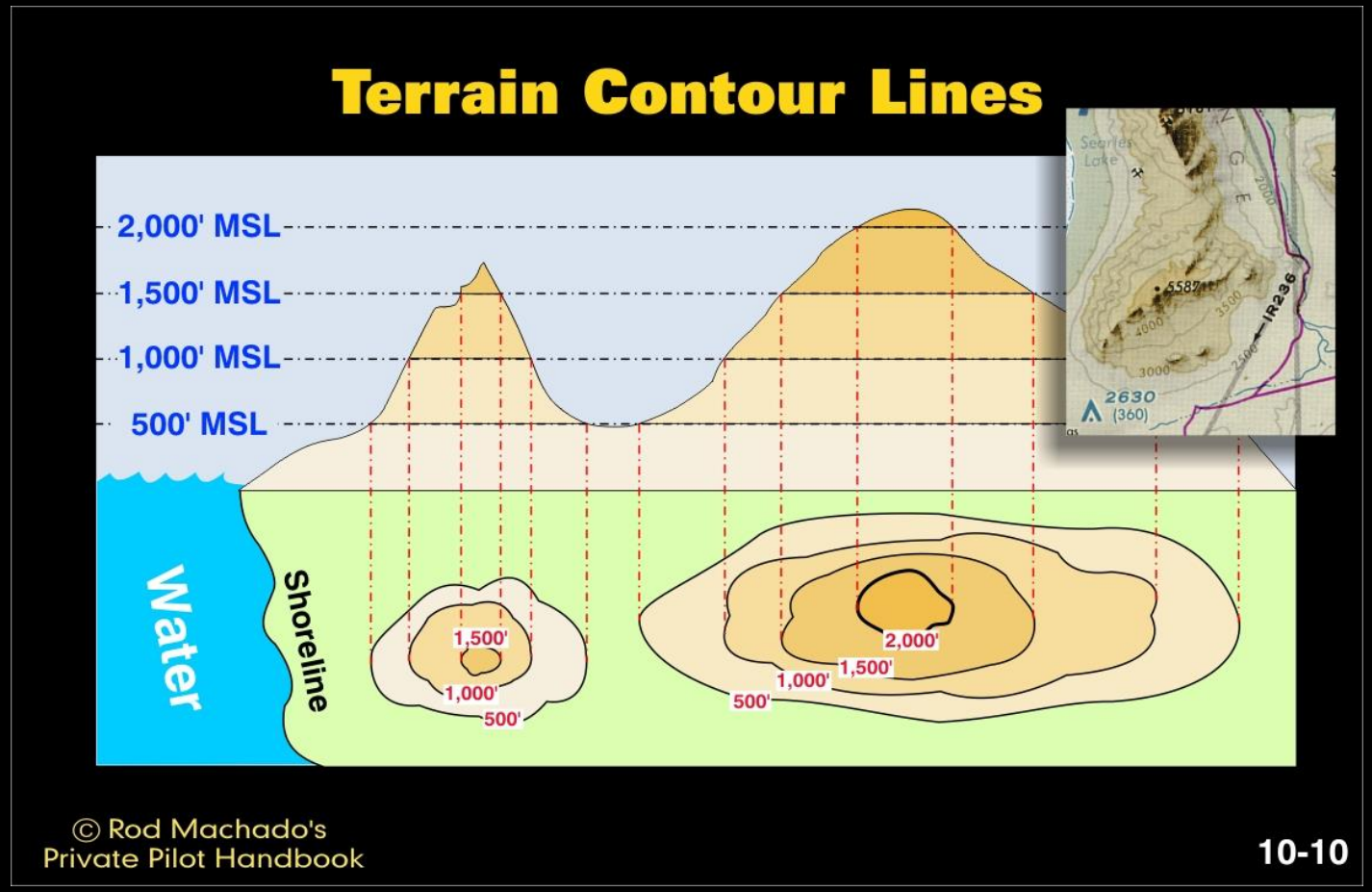
Terrain Contour Lines

- Depicting 3-D hilly and mountainous terrain on a 2-D chart presents some difficulty
- Mapmakers use contours to depict terrain elevations
- Contours are lines joining areas of equal elevation



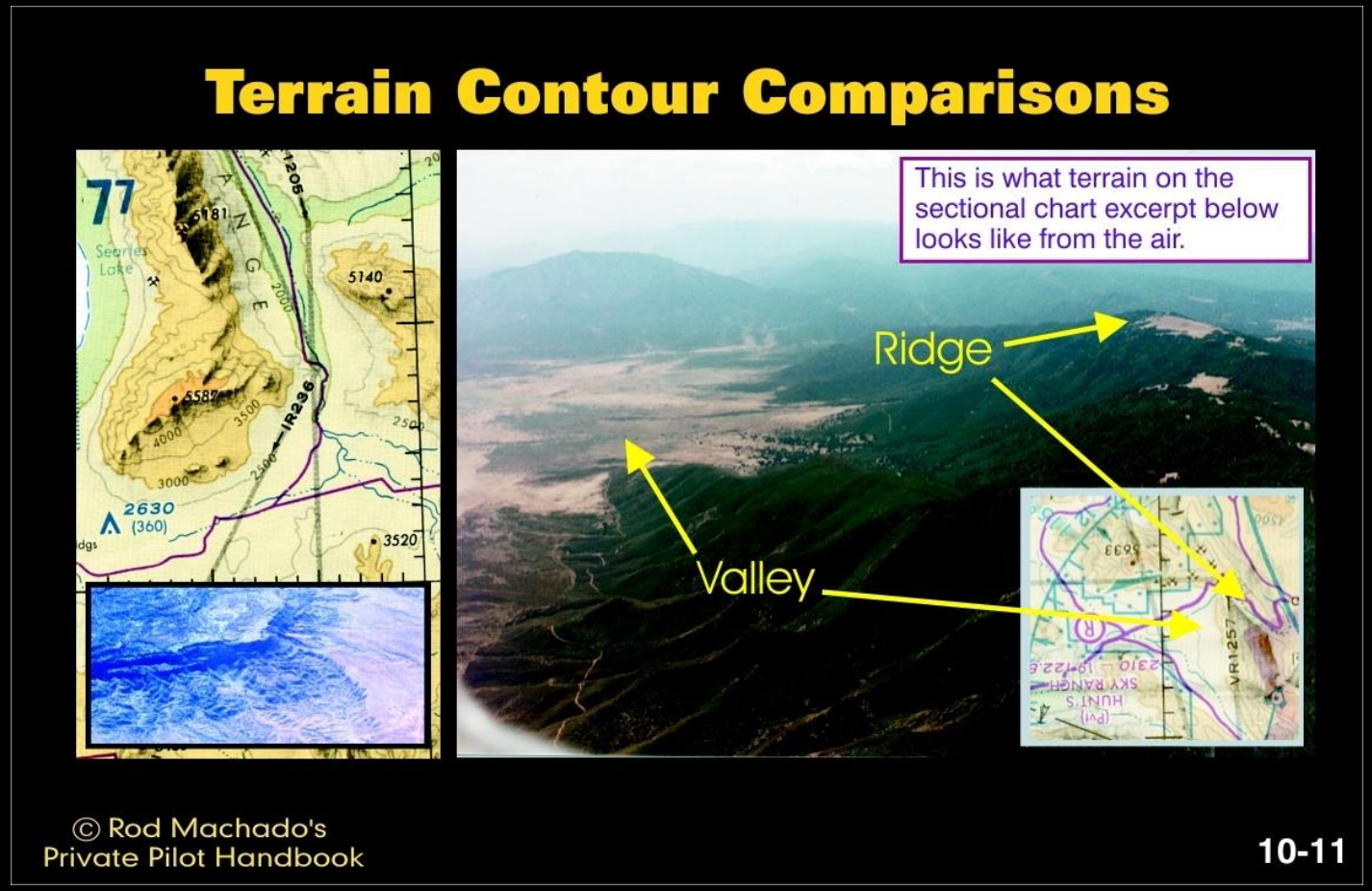
Terrain Contour Lines

- Contour lines are spaced at 500' intervals
- Occasionally, contours may be shown at 250', 100', or 50' levels in areas of relatively low relief (slope)
- Slope of the terrain determined by examining the spacing between the contour lines

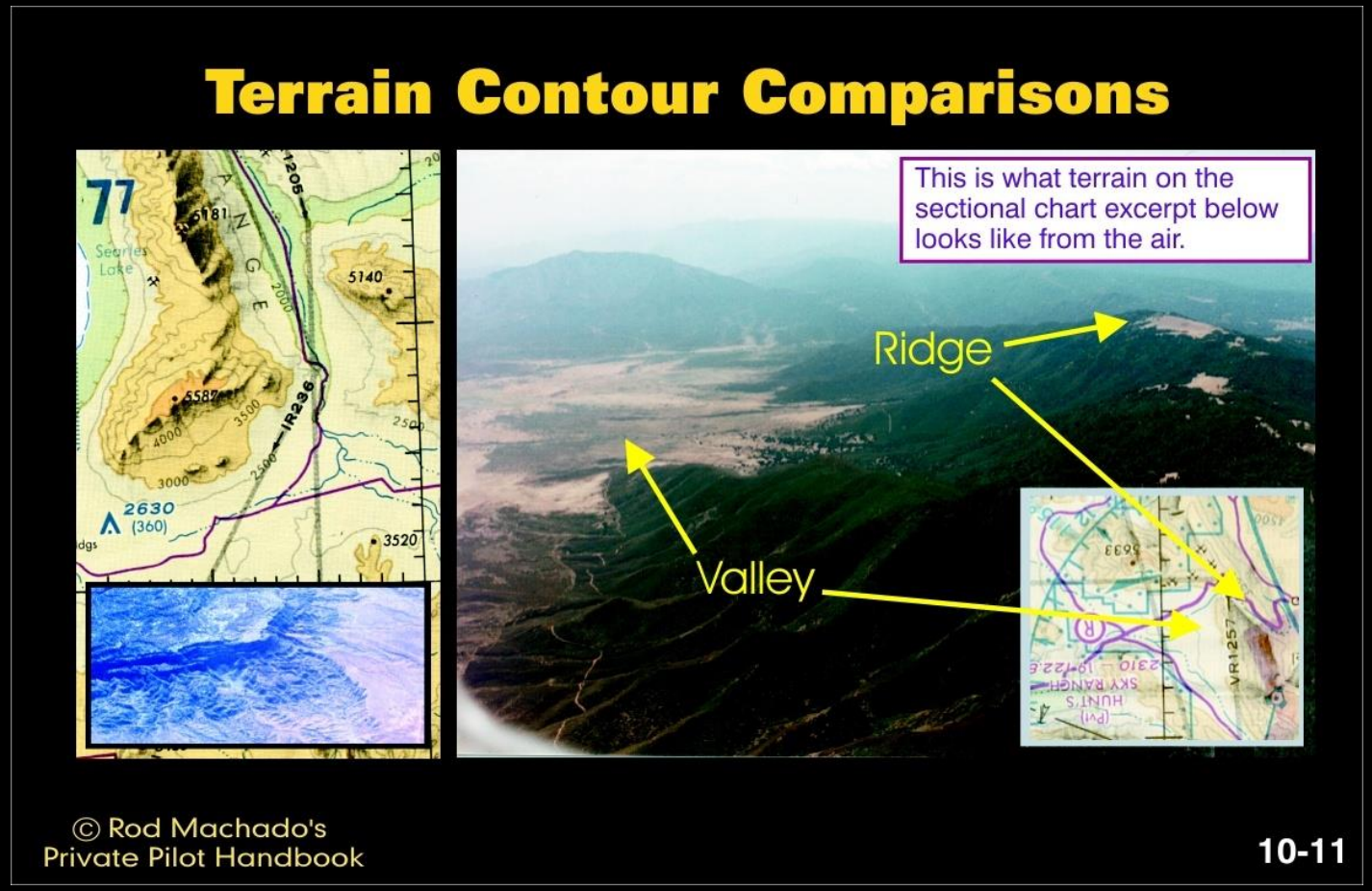


Terrain Contours

- Closely-spaced contour levels indicate rapidly rising terrain
- Contours spaced farther apart indicate less precipitous terrain



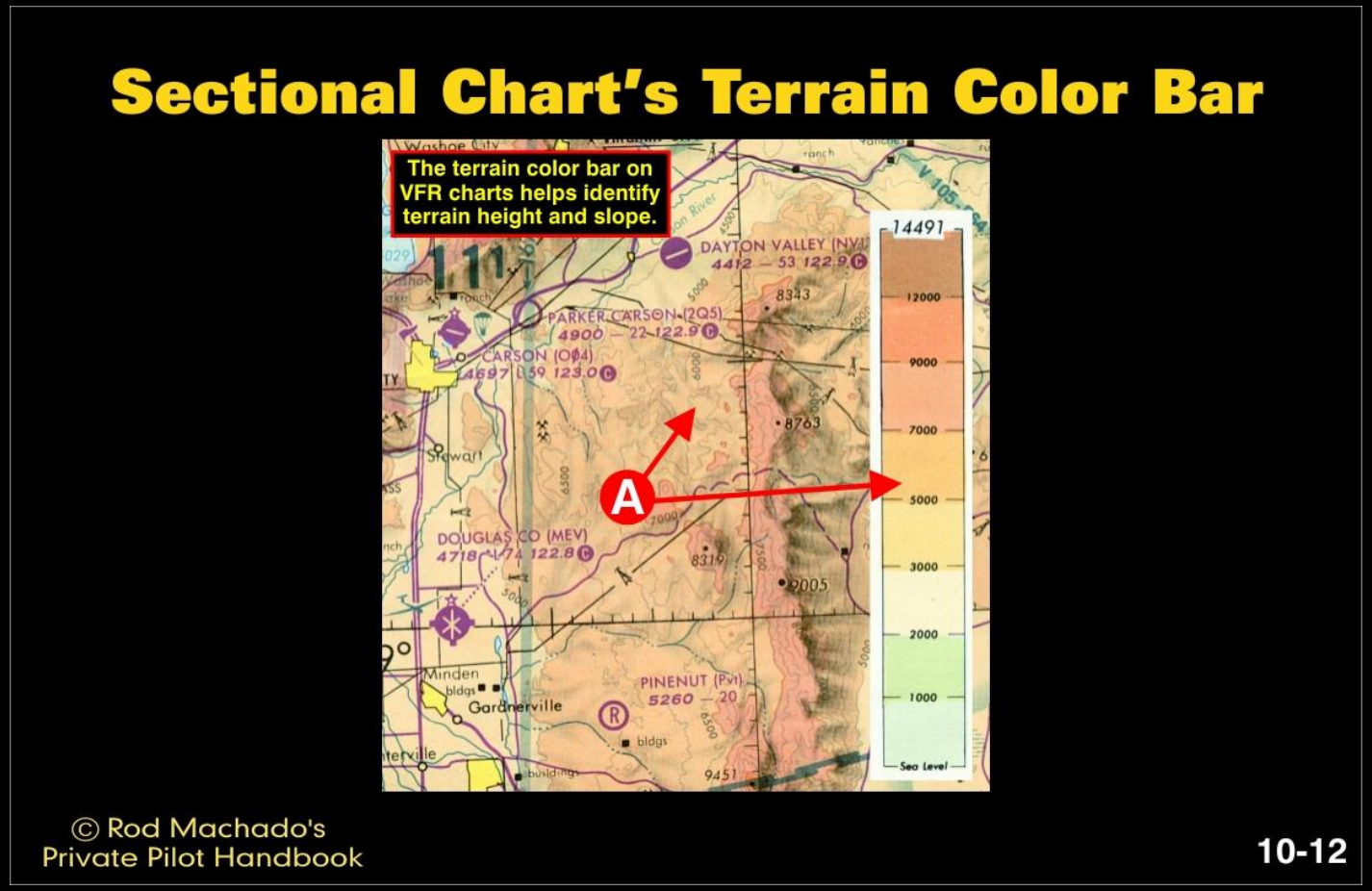
Terrain Contours



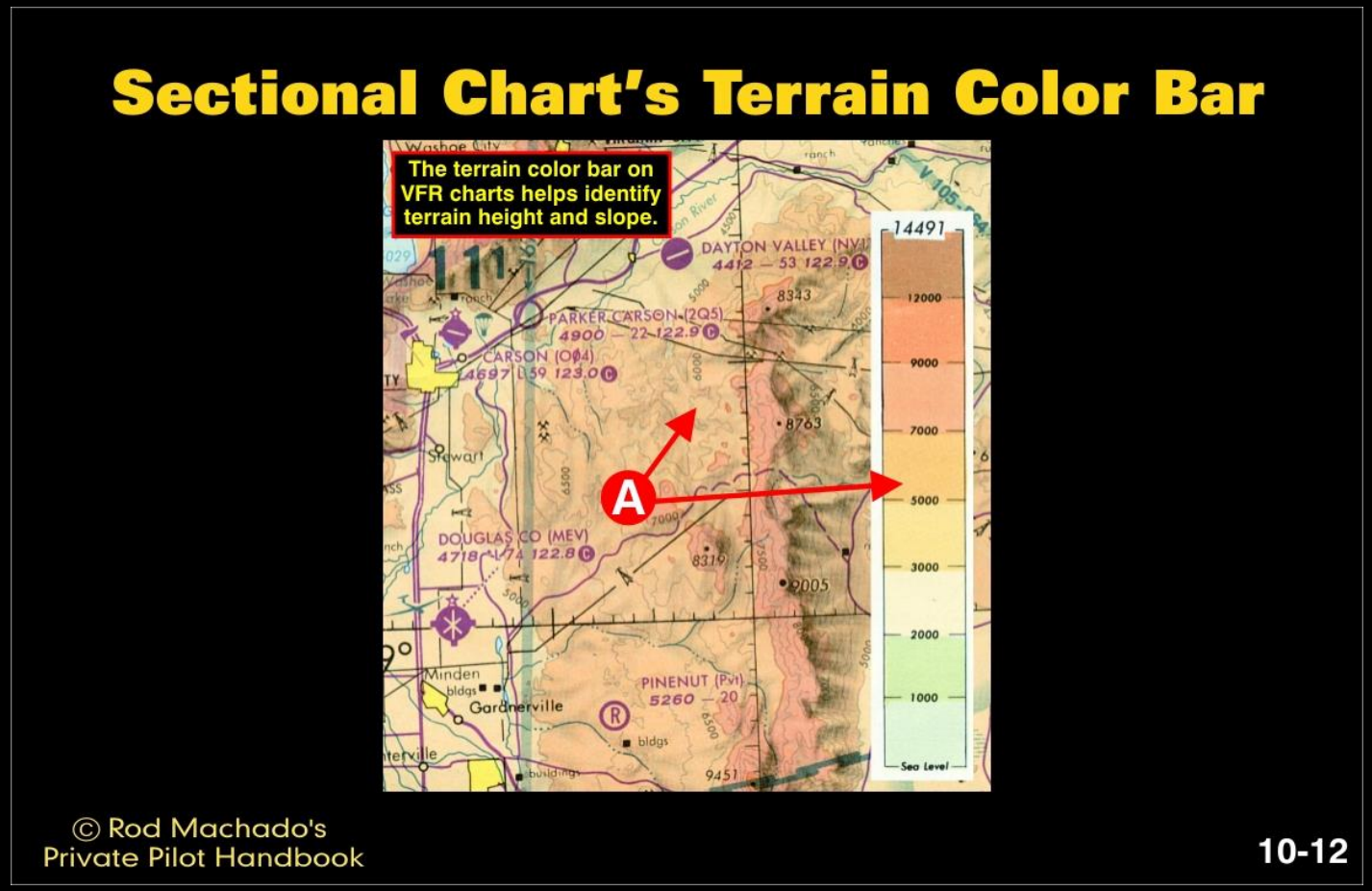
- Ridge and valley contours depict terrain elevation

Terrain Color Bar Legend

- Color is used to determine height and slope of terrain
- Sectional charts have a terrain color bar on the front side
- Specific colors represent the maximum and minimum elevations of terrain
- Colors range from light green for the lowest elevation to dark brown for higher elevations



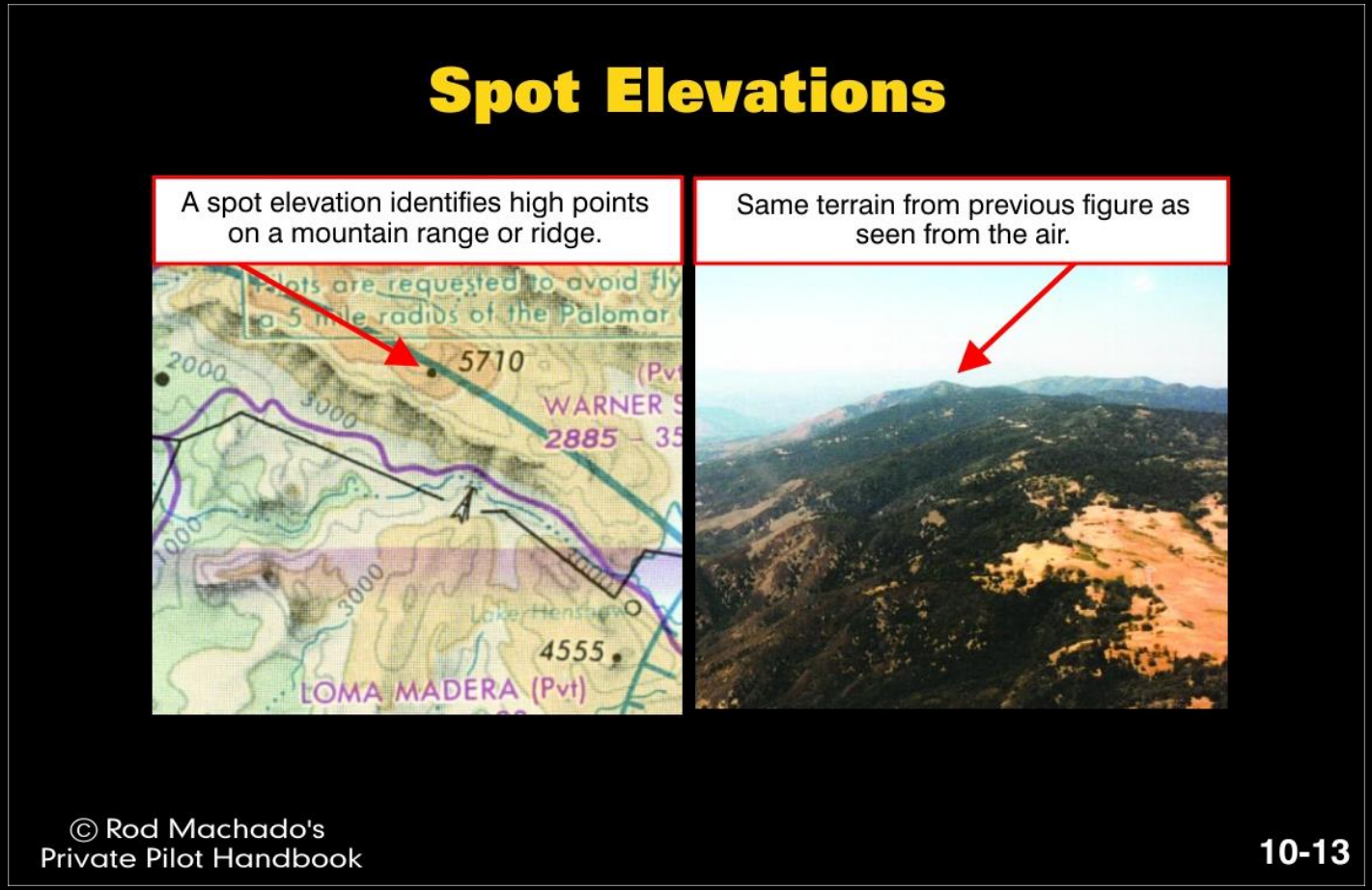
Terrain Color Bar Legend



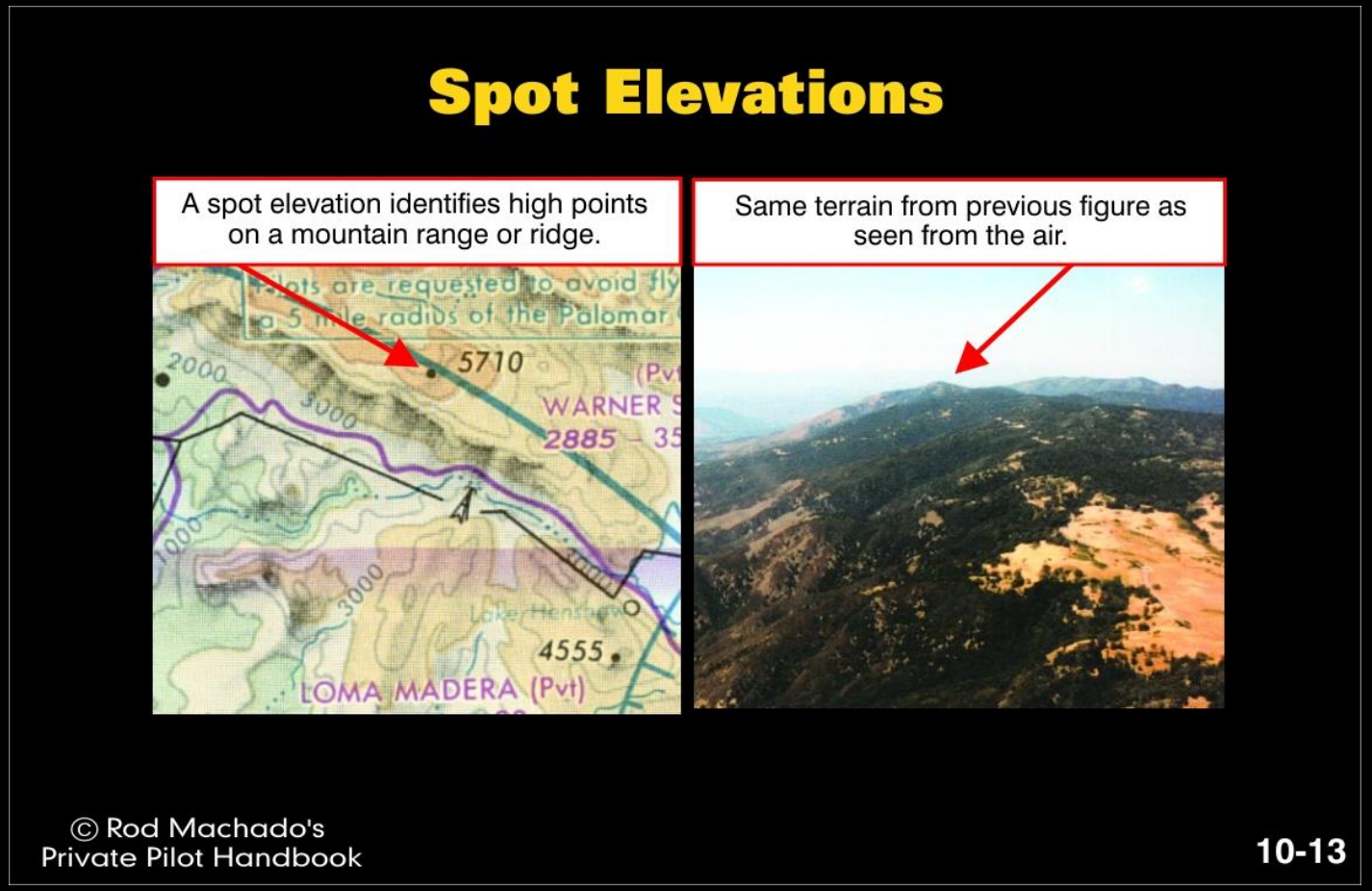
- The dark yellowish color shown (A) represents terrain rising between 5,000 and 7,000 feet above sea level
- A specific color doesn't precisely indicate the height of terrain
- It indicates a range of altitudes (i.e., 5,000' to 7,000') through which terrain can be found in those areas

Spot Elevation Symbols

- More precise indications of terrain are identified by spot elevations
- Small black dots indicate the high point on a particular mountain range or ridge
- Next to the dot is the elevation of that spot above sea level



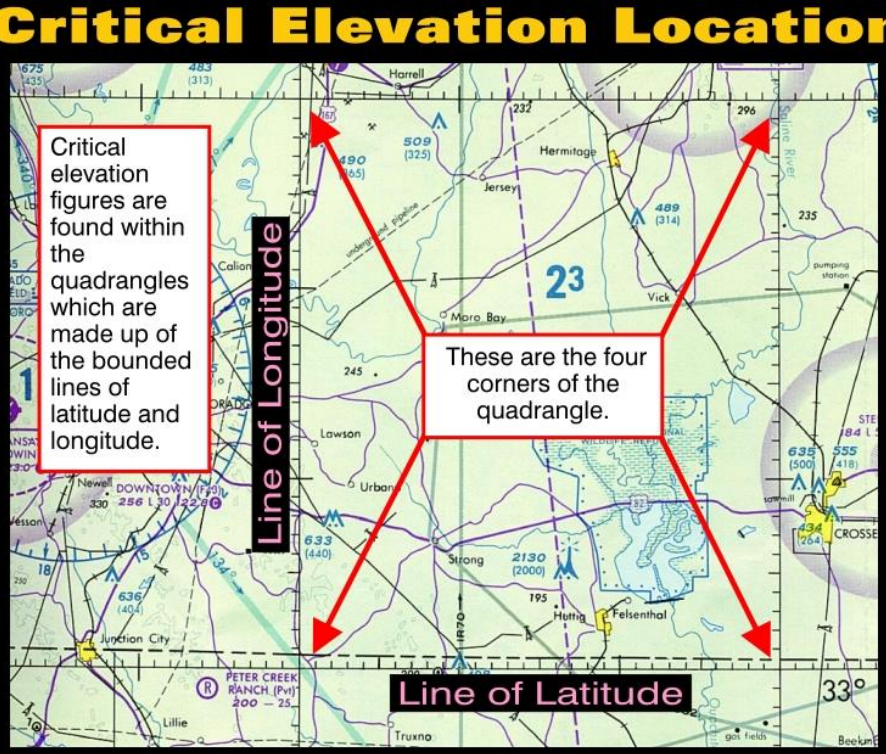
Spot Elevation Symbols



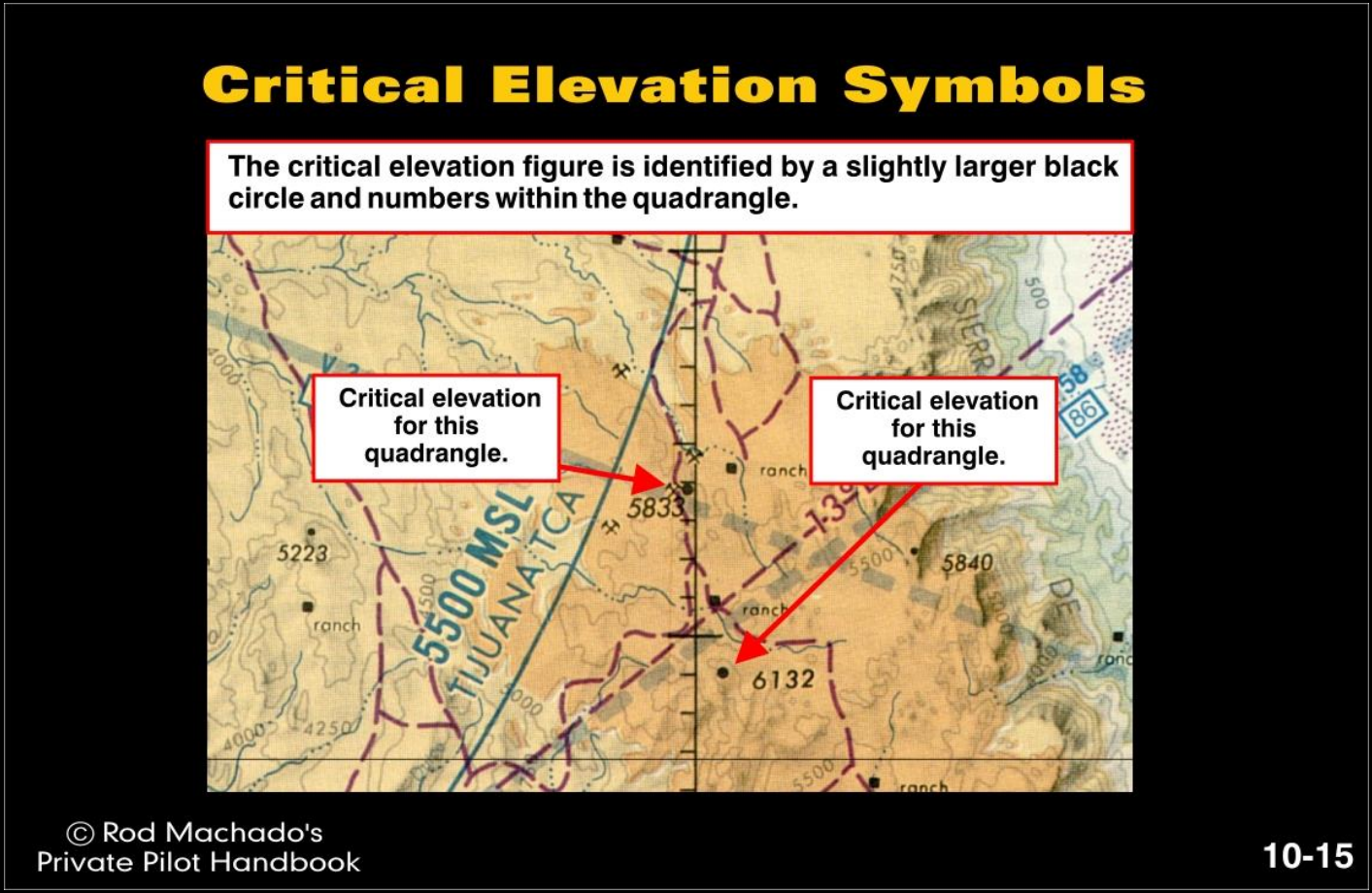
- There can be several spot elevations in a local area
- These spot elevations show heights of local peaks and don’t always represent the highest terrain in that area

Critical Elevation Location

- Quadrangles are the rectangular areas bounded by printed lines of longitude and latitude
- Within each quadrangle there is a single large black dot



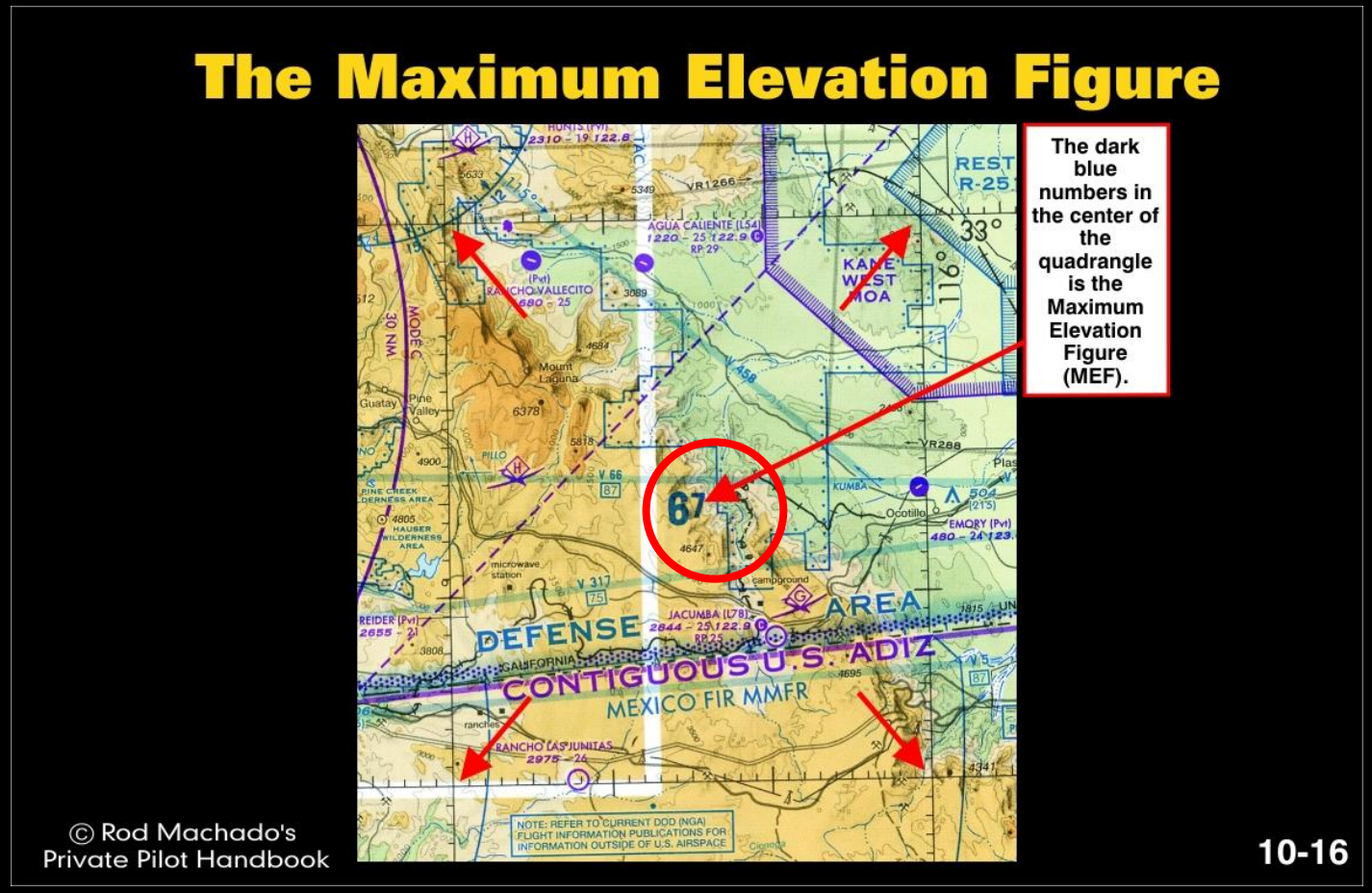
Critical Elevation Symbols



- Dot is a special spot elevation figure locating the highest terrain within that area showing its height above SL
- While there may be several spot elevation figures (small black dots) within a quadrangle, there will only be one represented by a larger black dot

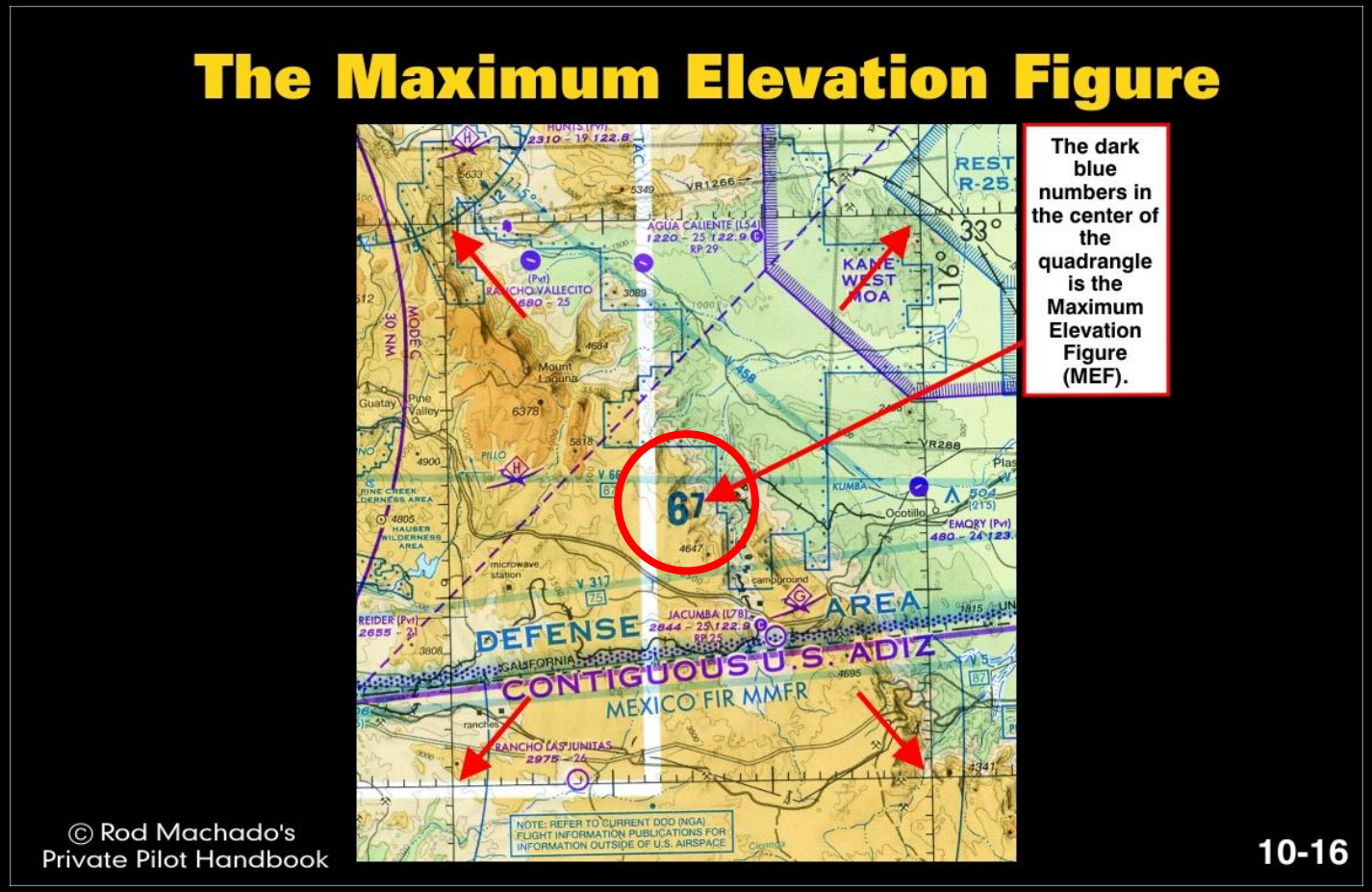
Maximum Elevation Figure

- Represent the highest elevation of terrain and other obstacles within a quadrangle
- Two-digit number represents the MEF value in hundreds of feet with the last two zeros missing
- MEF value of 6,700 in quadrangle containing the spot elevation of 6,378



Maximum Elevation Figure

- The MEF is not the minimum altitude you should fly within a quadrangle
- You should be at least a minimum of 1,000 to 2,000 feet higher (or more) than any MEF value shown along your route
- Especially important at night when it's difficult to see terrain or obstacles



How is an MEF Calculated?

- When a man-made obstacle is more than 200' above the highest terrain within the quadrant:
  - Determine the elevation of the top of the obstacle above MSL.
  - Add the possible vertical error of the source material to the above figure (100’ or 1/2 contour interval when interval on source exceeds 200’. U.S. Geological Survey Quadrangle Maps with contour intervals as small as 10’ are normally used).
  - Round the resultant figure up to the next higher hundred-foot level.

How is an MEF Calculated?

- When a natural terrain feature or natural vertical obstacle (e.g. a tree) is the highest feature within the quadrangle:
  - Determine the elevation of the feature.
  - Add the possible vertical error of the source to the above figure (100’ or 1/2 the contour interval when interval on source exceeds 200’).
  - Add a 200’ allowance for uncharted natural or manmade obstacles. Chart specifications don’t require the portrayal of obstacles below minimum height.
  - Round the figure up to the next higher hundred-foot level.

How is an MEF Calculated?

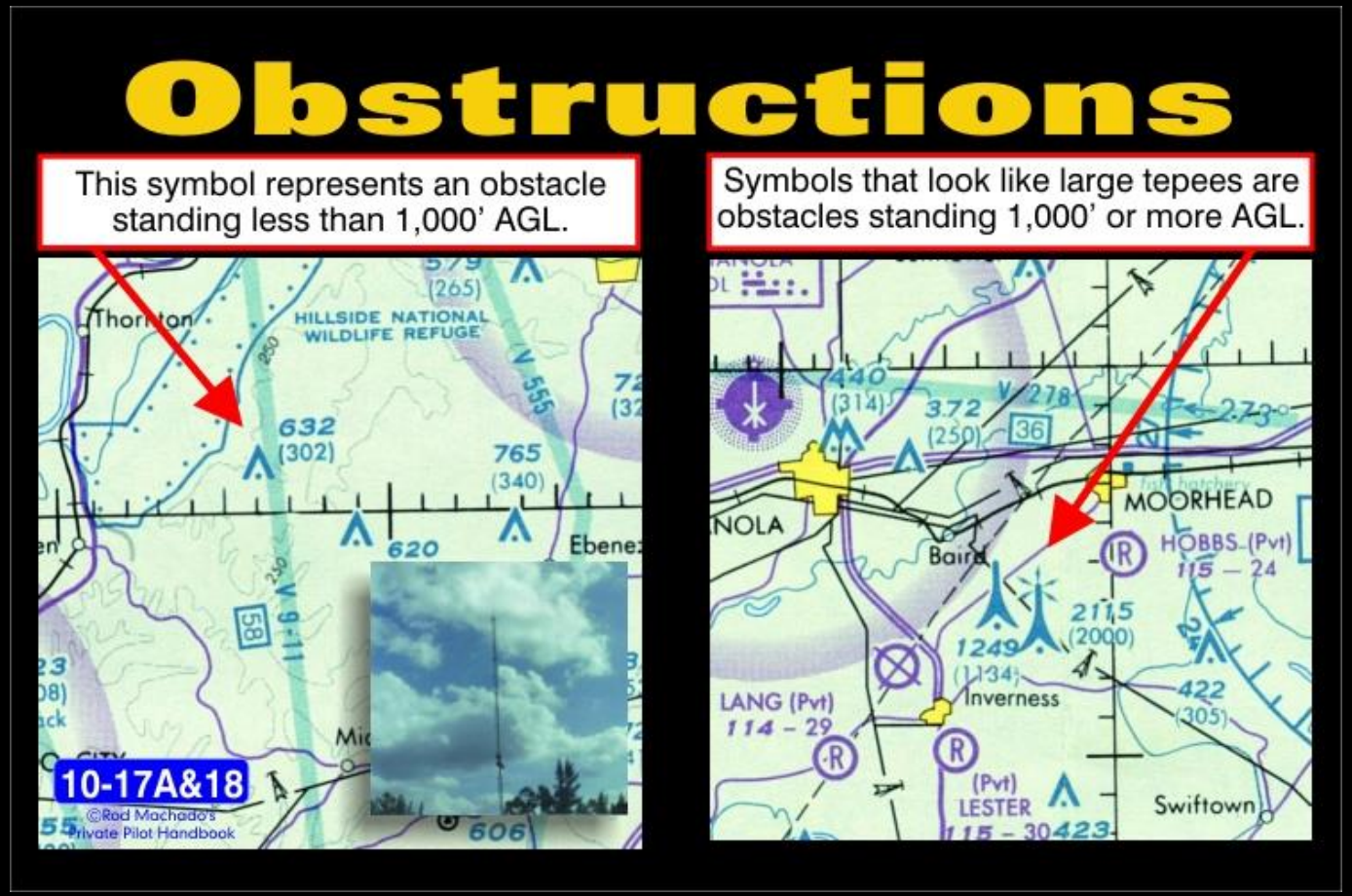
- Elevation of obstacle top (MSL) 13161
- Possible vertical error +100
- Obstacle Allowance +200
- =13461
- Raise to the following 100’ level 13500
- Maximum Elevation Figure (MEF) is 13^5

How is an MEF Calculated?

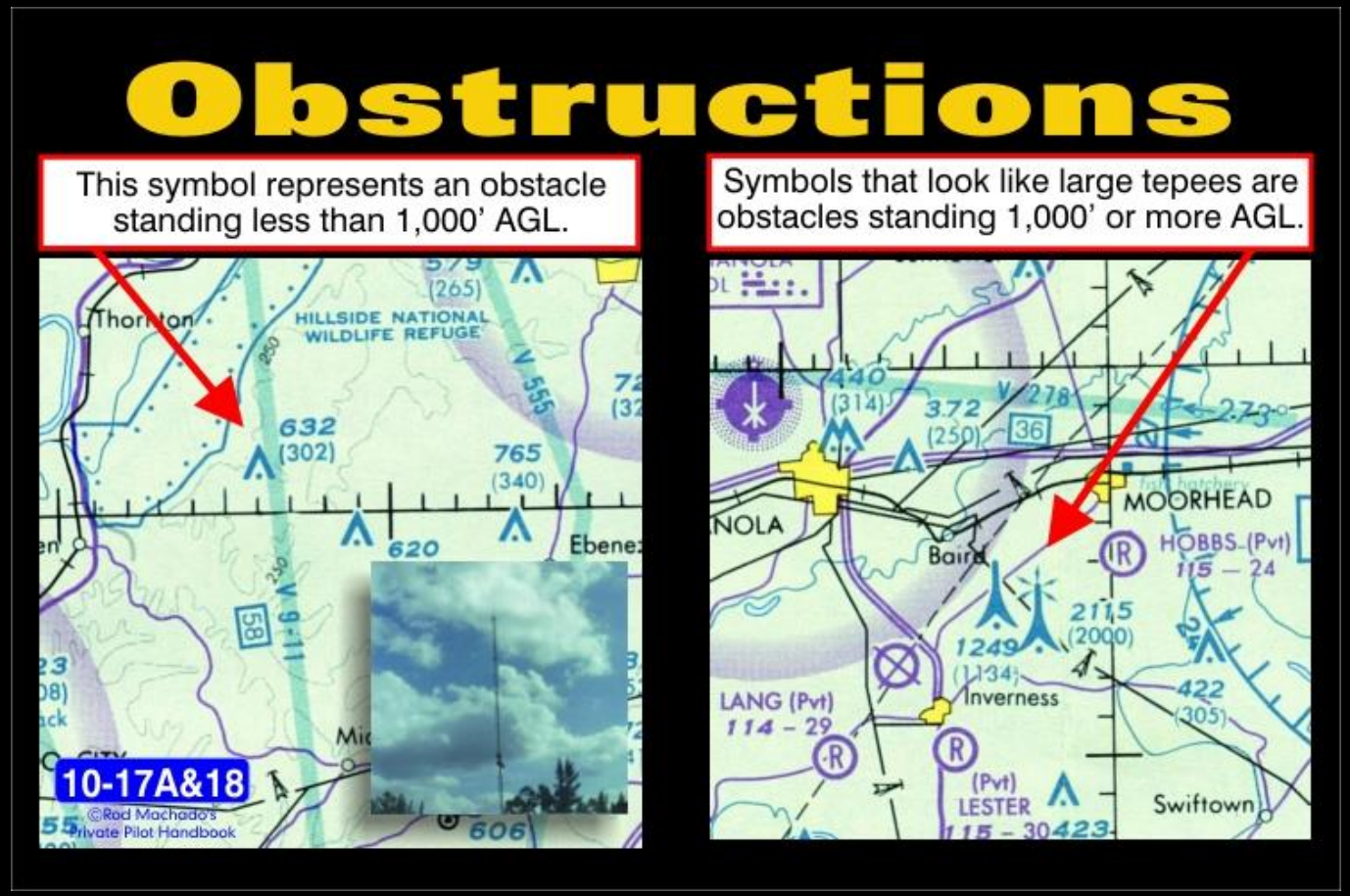
- Elevation of obstacle top (MSL) 2649
- Possible obstacle error +10
- =2749
- Raise to the following 100’ level 2800
  Maximum Elevation Figure (MEF) 2^8

Obstacles

- Symbol represents obstacles standing less than 1,000 feet AGL
- Bold number represents the height of the top of the obstacle above SL
- Number within the parentheses is the height the obstacle stands above ground level (AGL)
- To find the height of the base of the obstacle above SL subtract the obstacle's AGL height from its height above SL



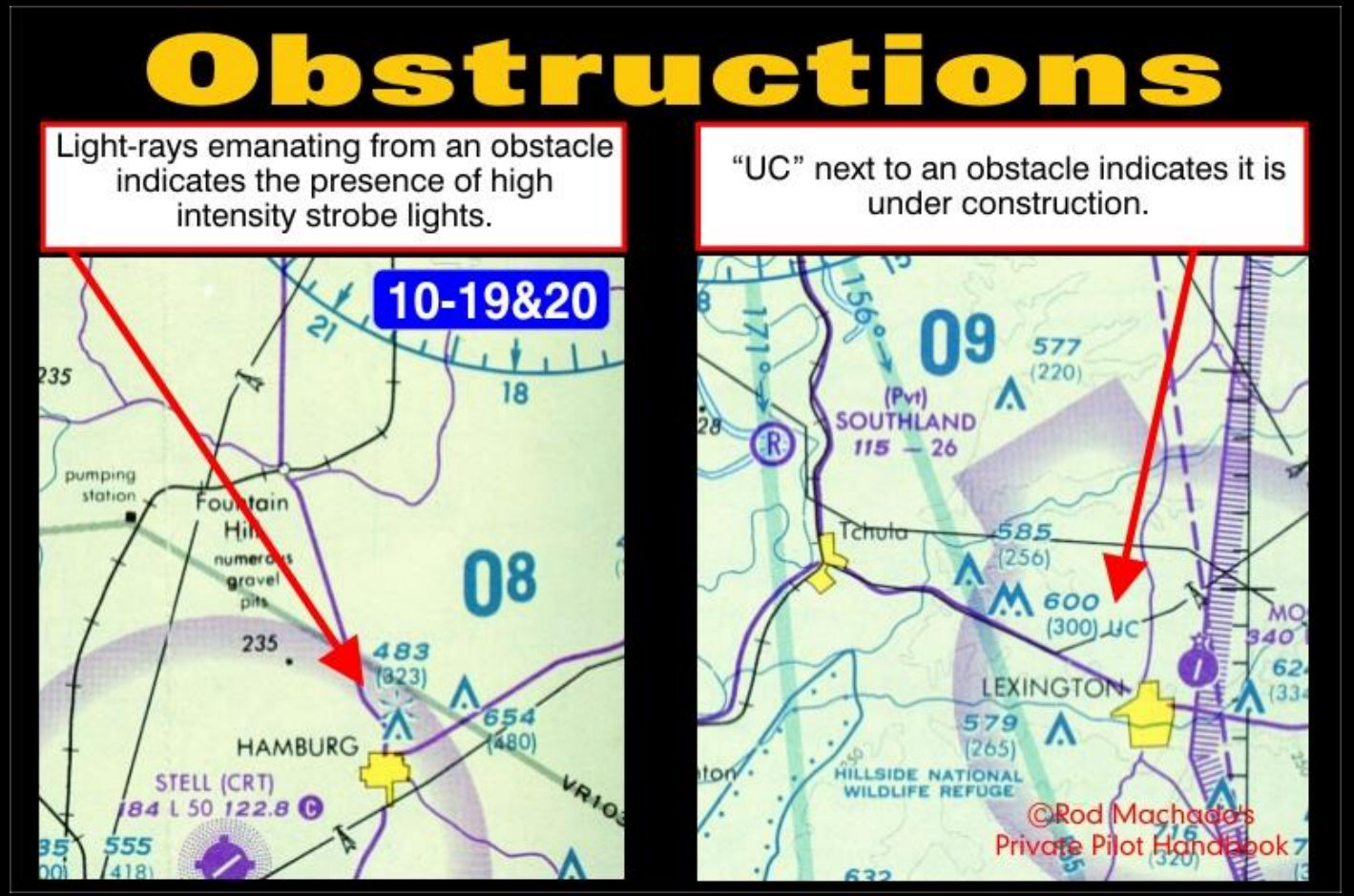
Obstacles



- Obstacles standing 1,000 feet and higher AGL are portrayed by a more elongated obstruction symbol
- The bold numbers and those within parentheses represent heights MSL and AGL, respectively

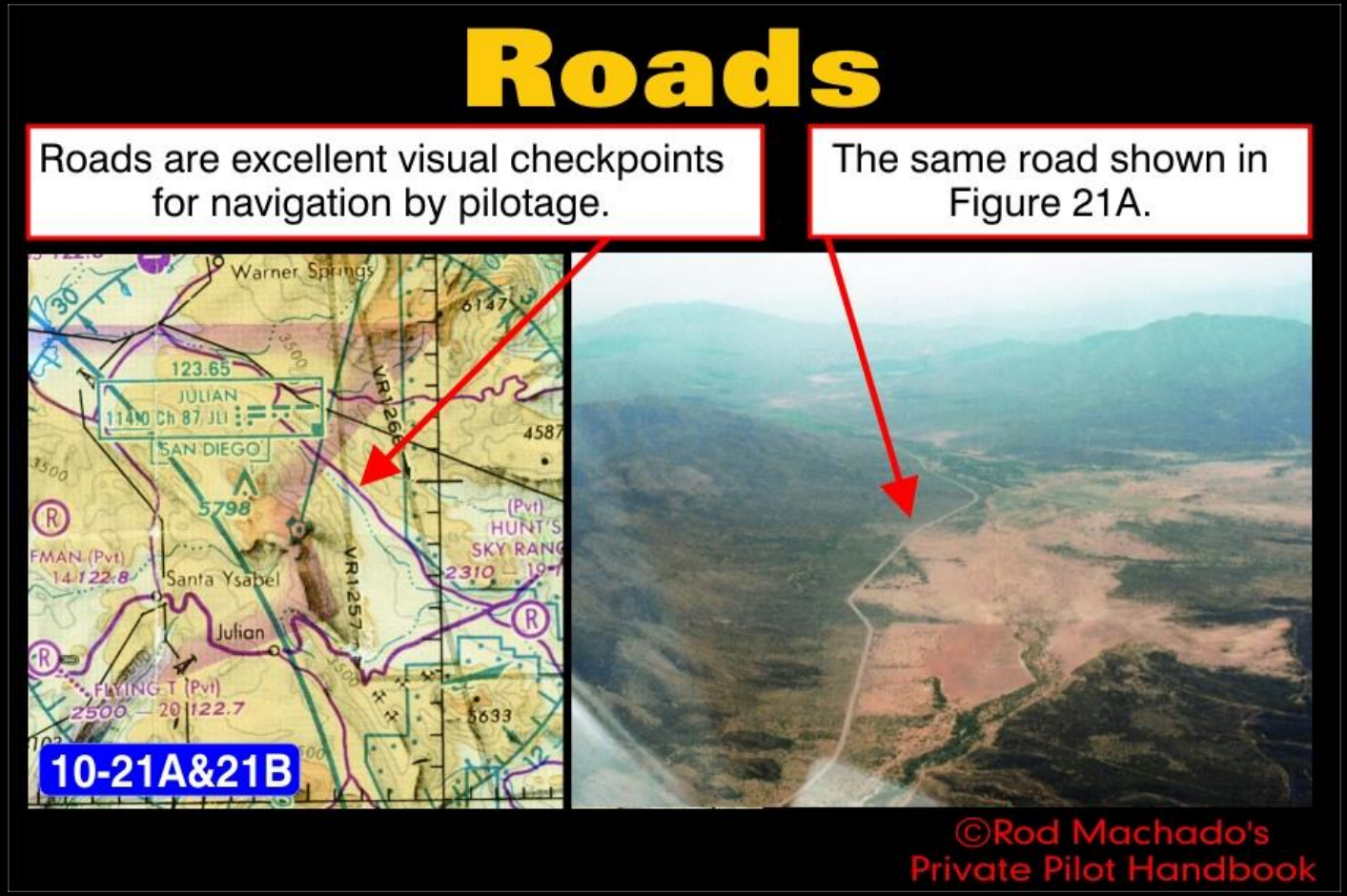
Obstacles

- Some obstacles have light-ray symbols emanating from the top of the obstruction symbol
- Indicates the obstacle has a high intensity strobe lighting system
- An obstacle with the letters "UC" next to it means the obstacle is under construction
- If the eventual height above ground the obstacle will stand is known it will be shown in parentheses



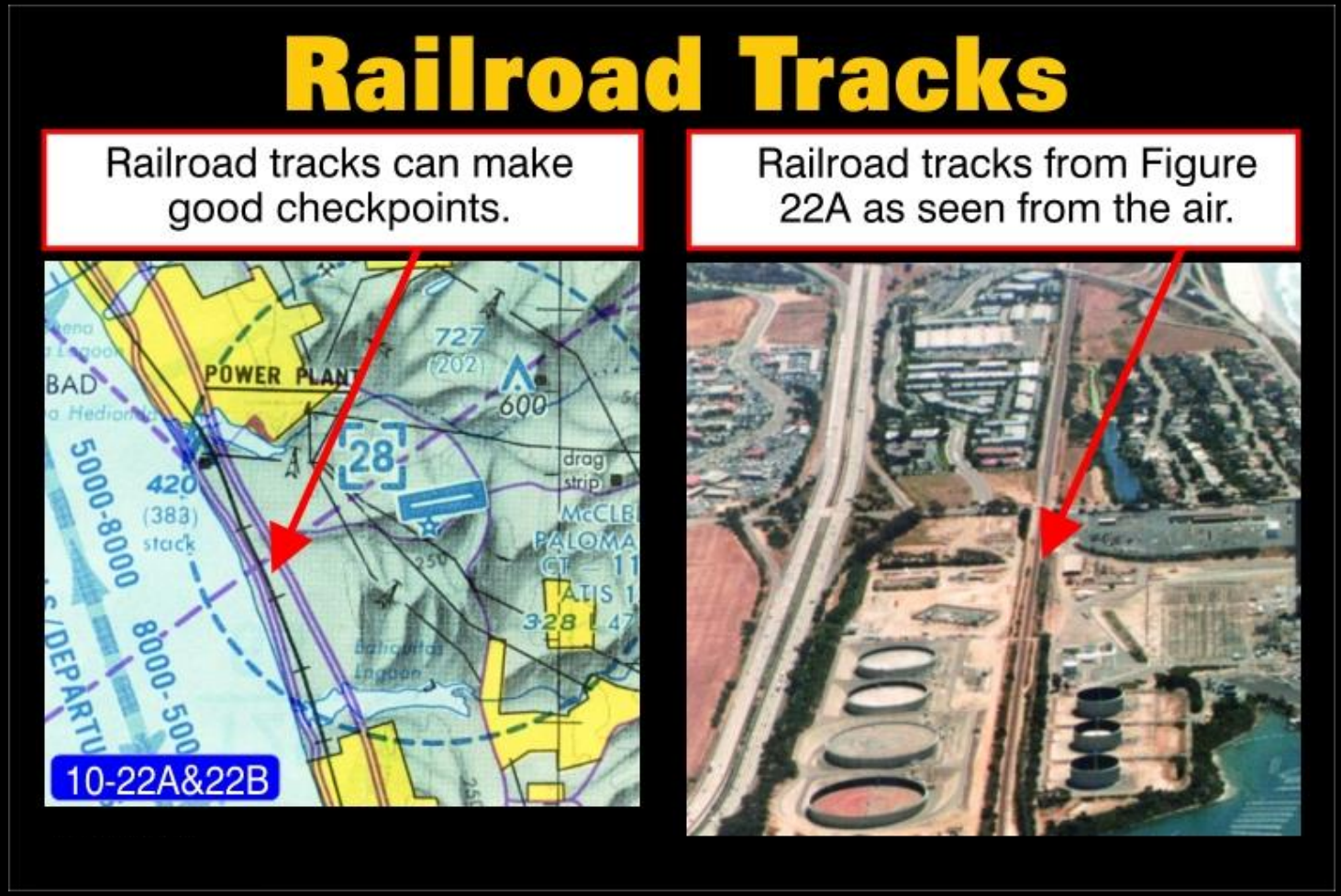
Roads

- Relatively easy to identify from the air
- VFR charts often distinguish between single and multi-lane roads
- Some major interstates have their route numbers listed on the sectional chart

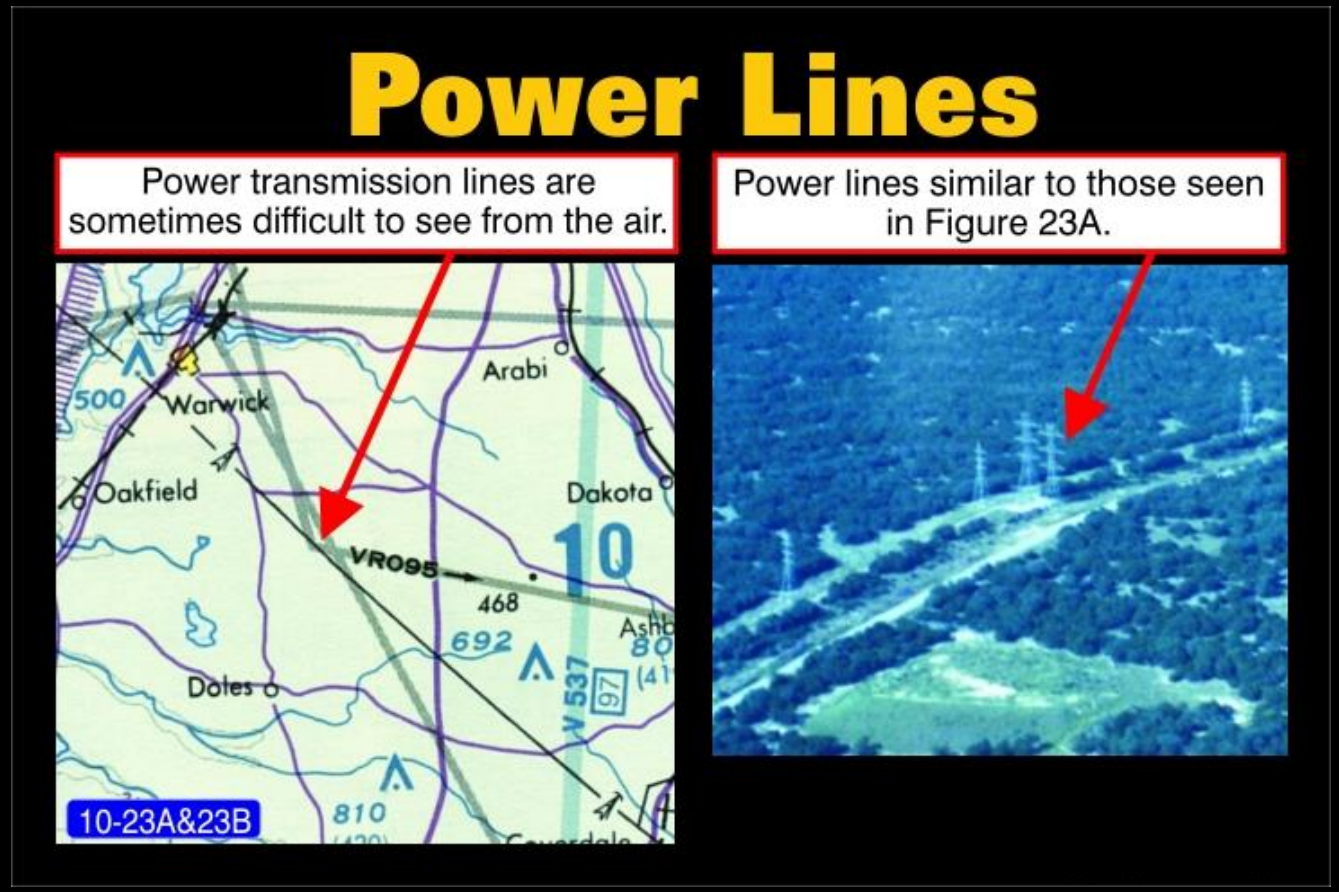


Railroad Tracks

- Often relatively easy to identify from the air at low altitudes



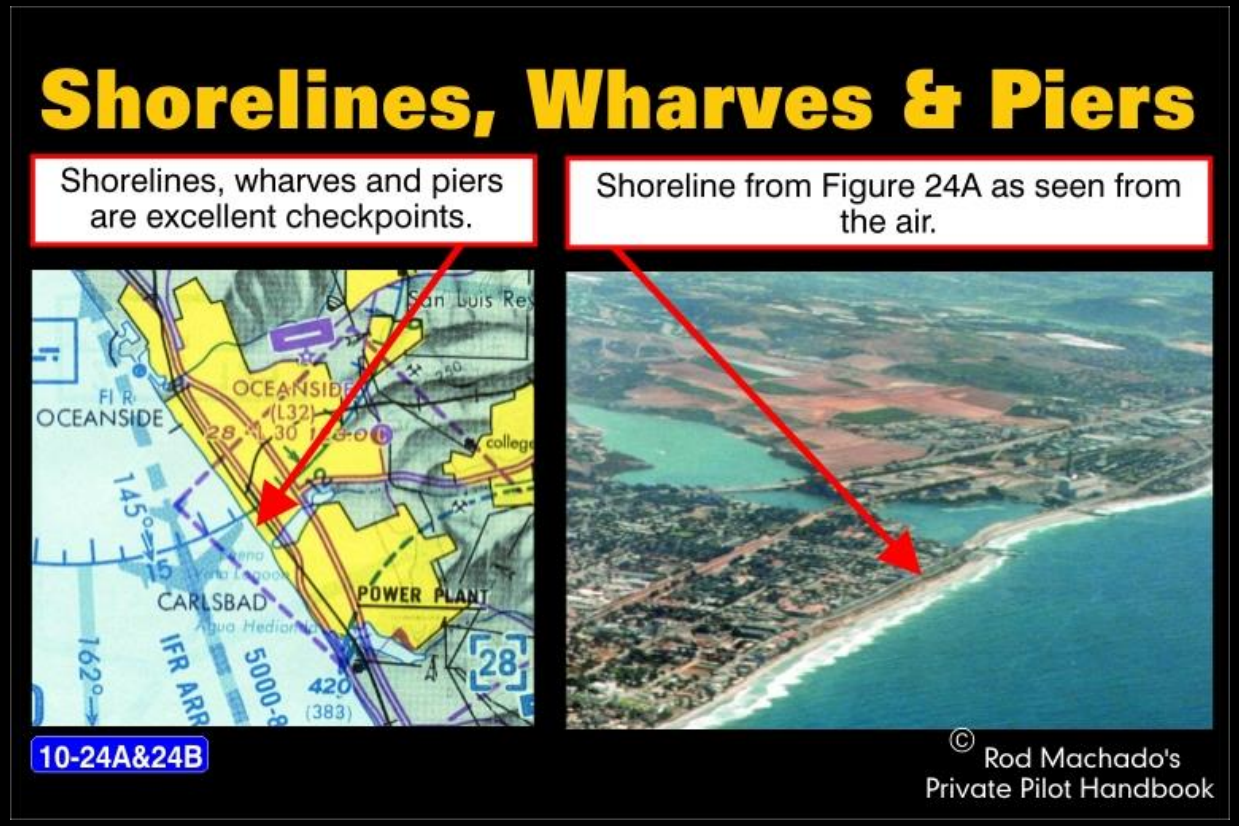
Power Lines



- Power transmission lines are depicted on charts as shown
- Not very wide and they tend to blend in with the terrain below
- Easy to spot if right of way has been cleared in forests

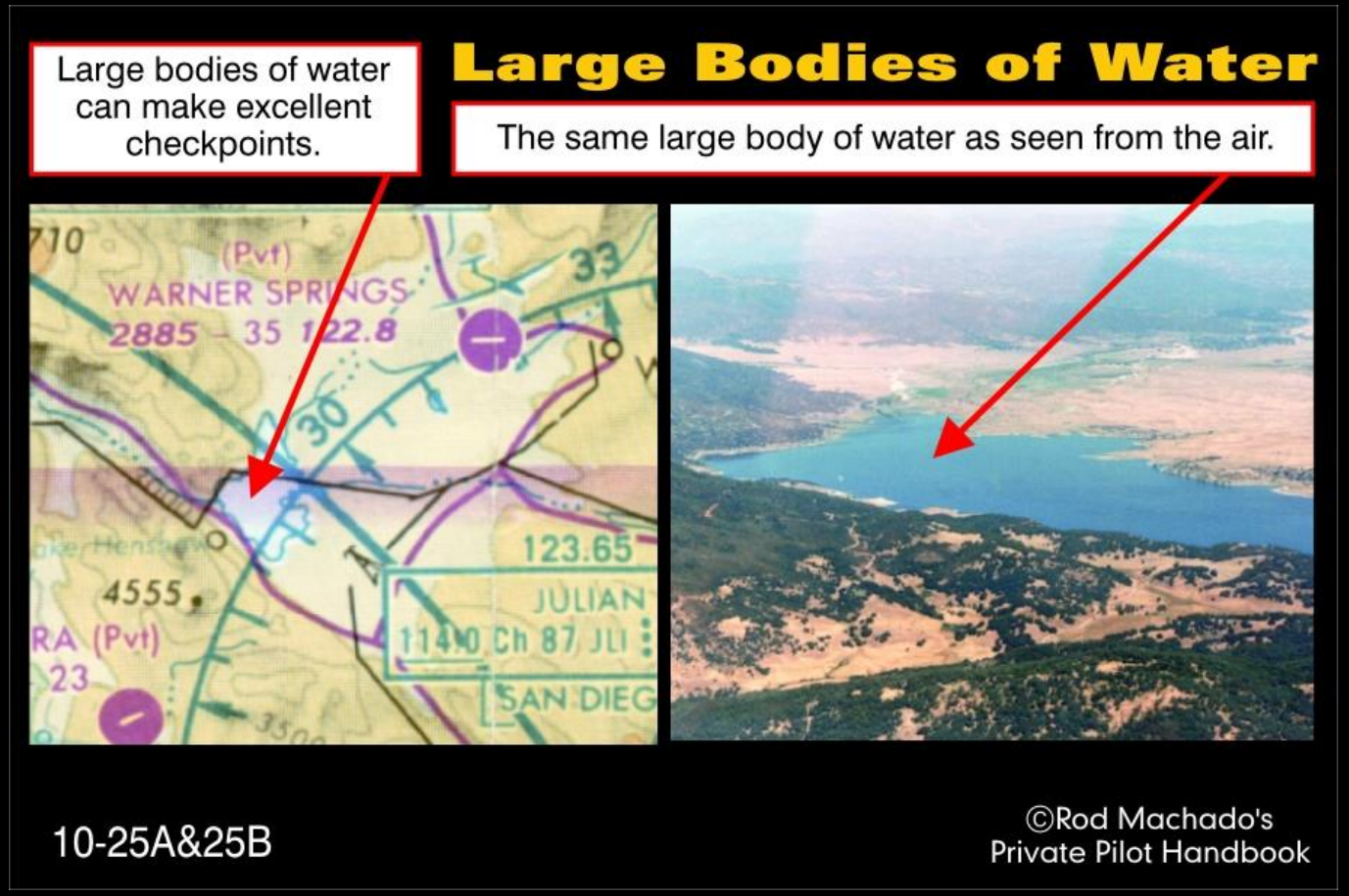
Shorelines, Wharves, Piers

- Very easy to identify



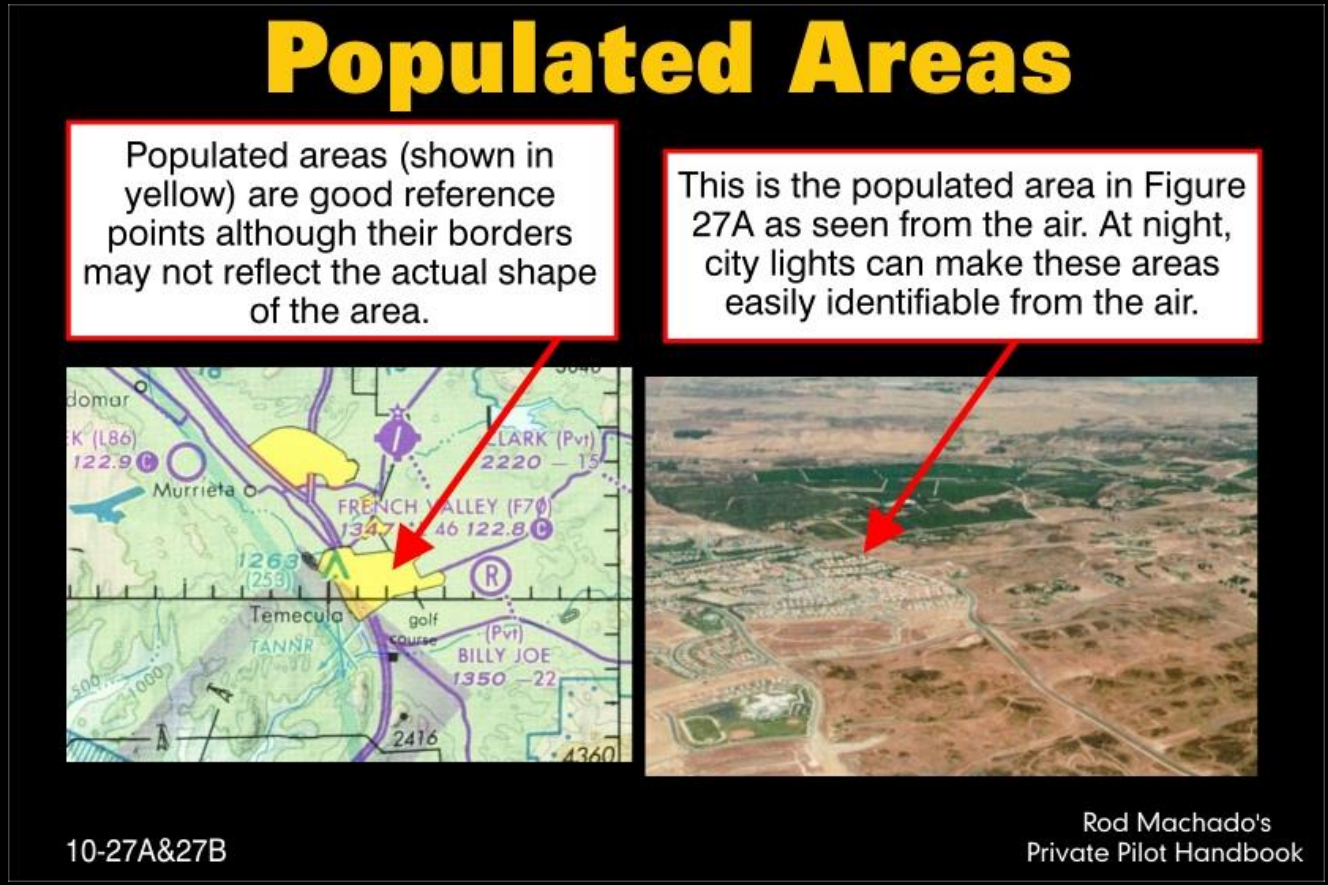
Bodies of Water

- More difficult to recognize streams and small rivers
- Better to use larger bodies of water, roads or other references for VFR checkpoints



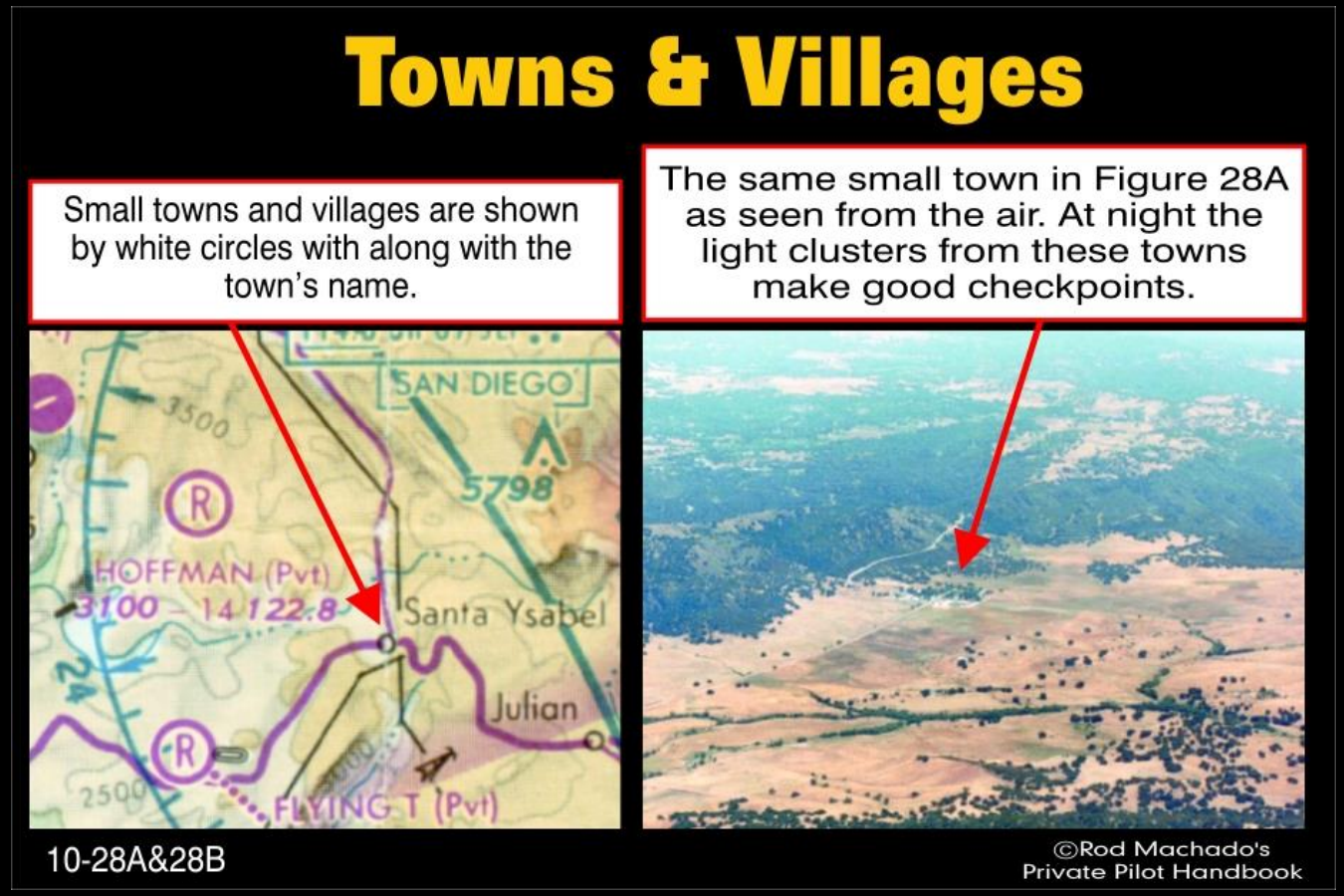
Populated Areas

- Populated areas in the form of cities and large towns are outlined in yellow



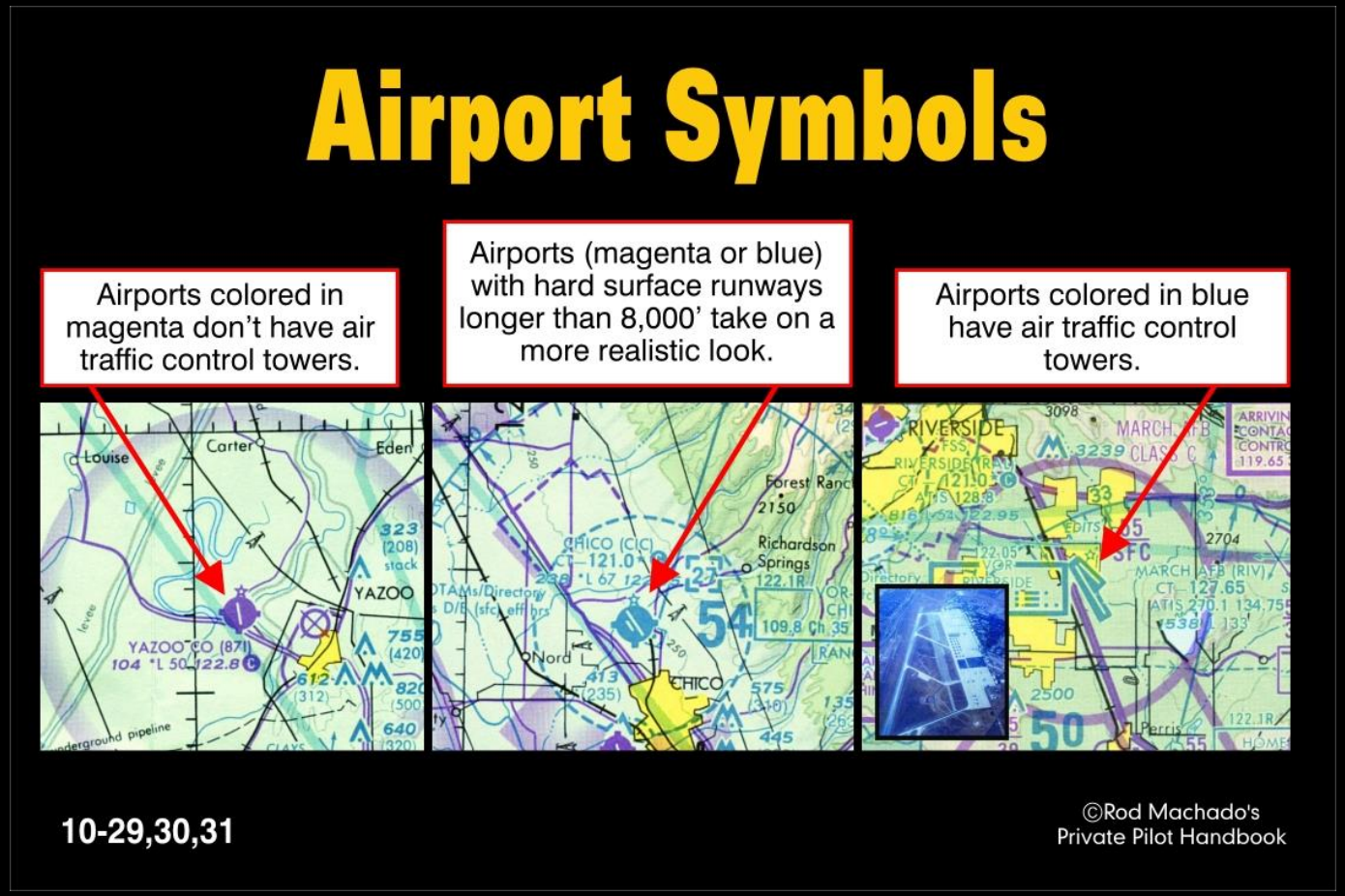
Towns and Villages

- Smaller towns and villages are shown by an empty circle making them useful VFR landmarks
- More useful at night where their lights provide extremely helpful landmarks

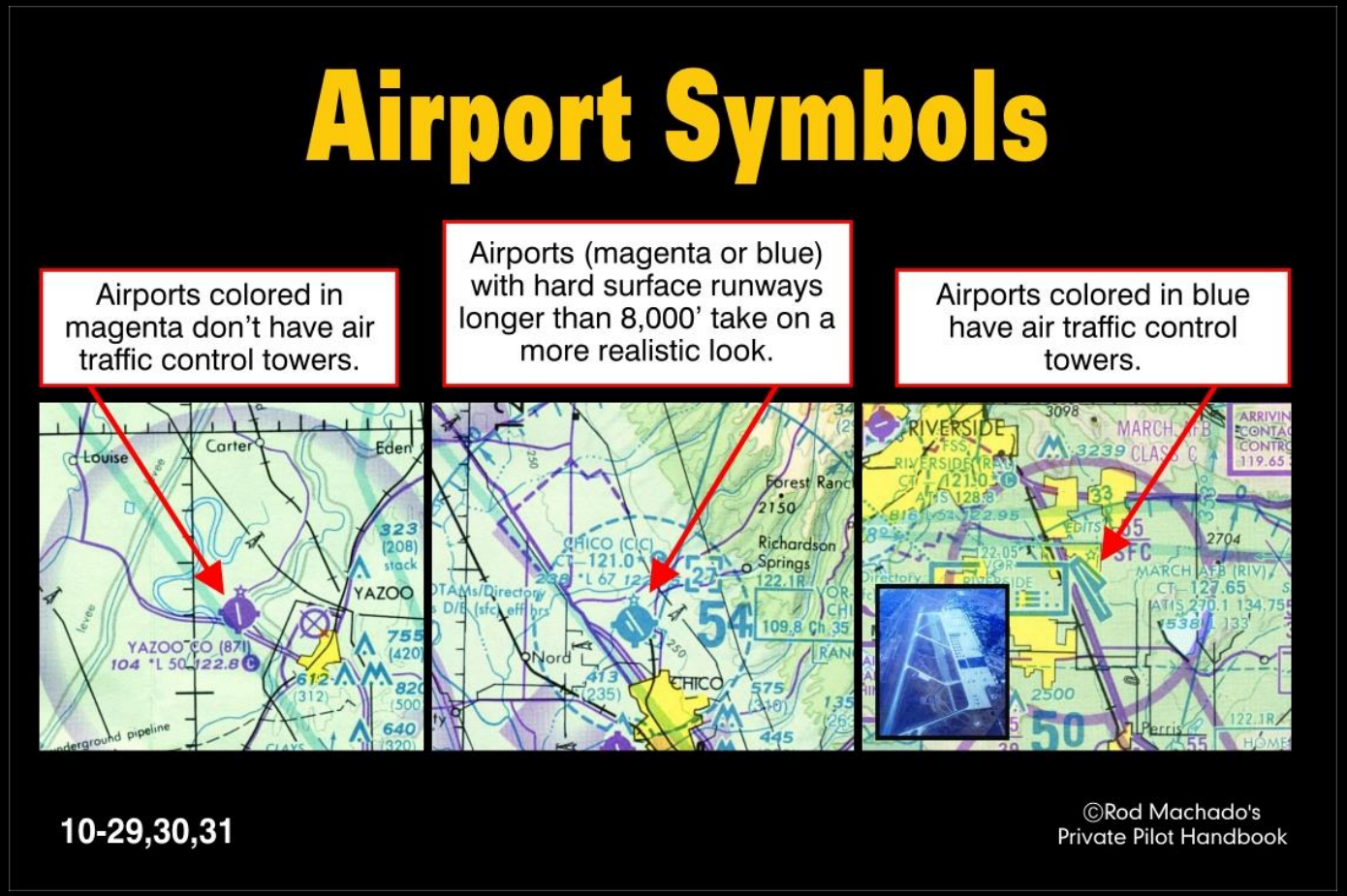


Airport Symbols

- Best VFR reporting points
- Magenta colored airports don't have an air traffic control tower (ATCT)
- Airports in blue have a tower (may not operate 24 hours a day)
- All recognizable runways are shown within the airport symbol for visual identification



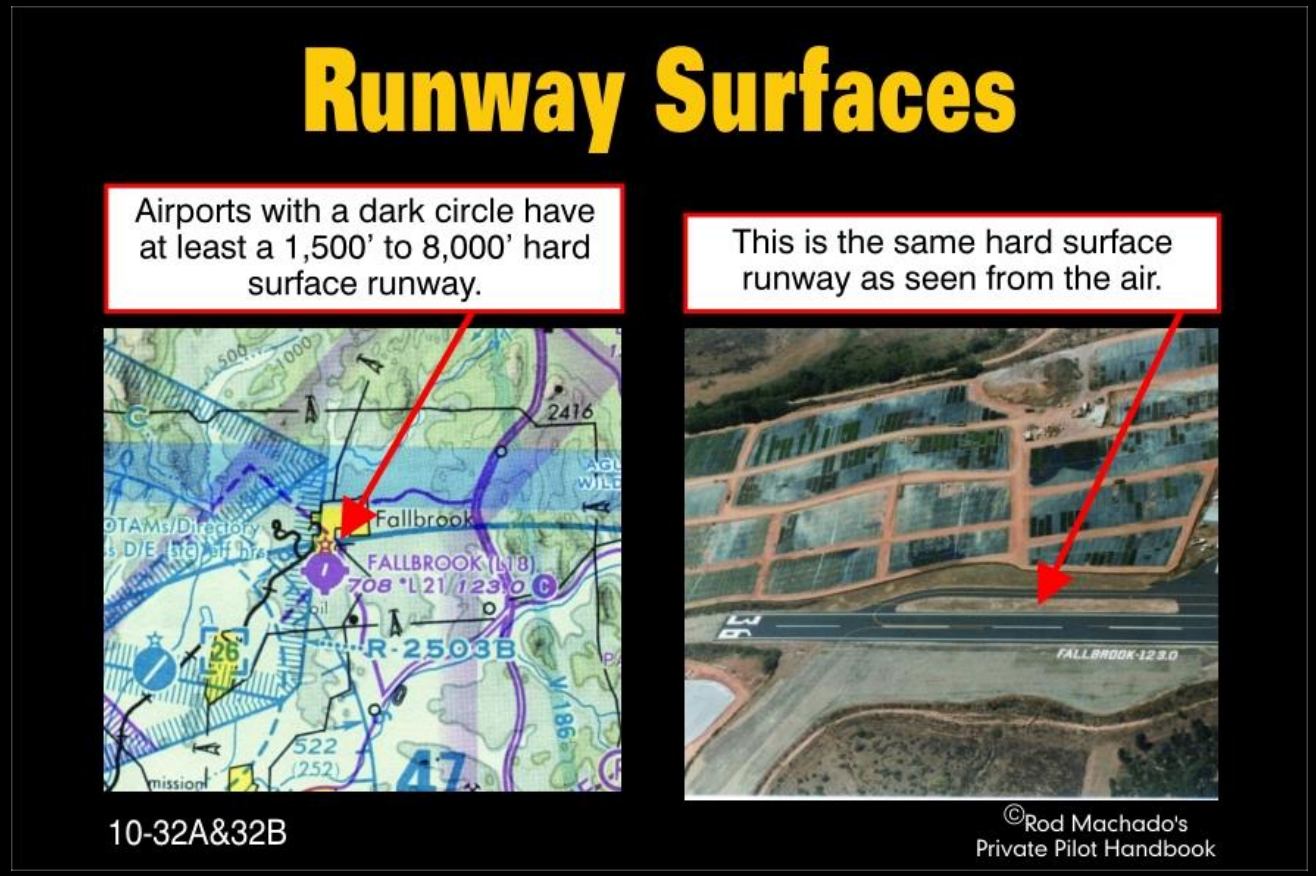
Airport Symbols



- Both magenta and blue airport symbols are circles unless the airport has a hard surfaced runway greater than 8,069 feet
- In that case the actual runway layout is shown

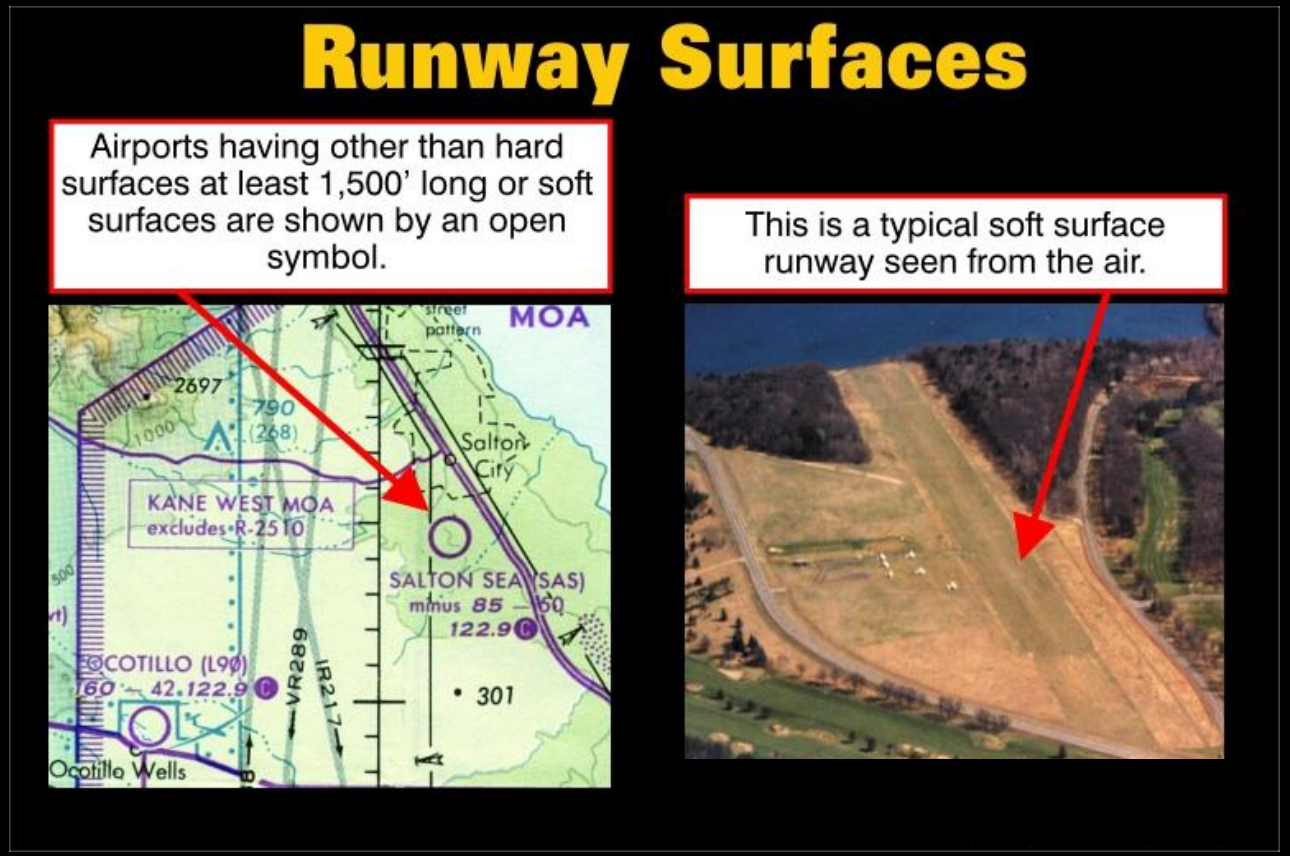
Runway Surfaces

- Any airport having a darkened circle, with the runways in reverse-bold white, has a hard surface runway between 1,500 and 8,069 feet in length



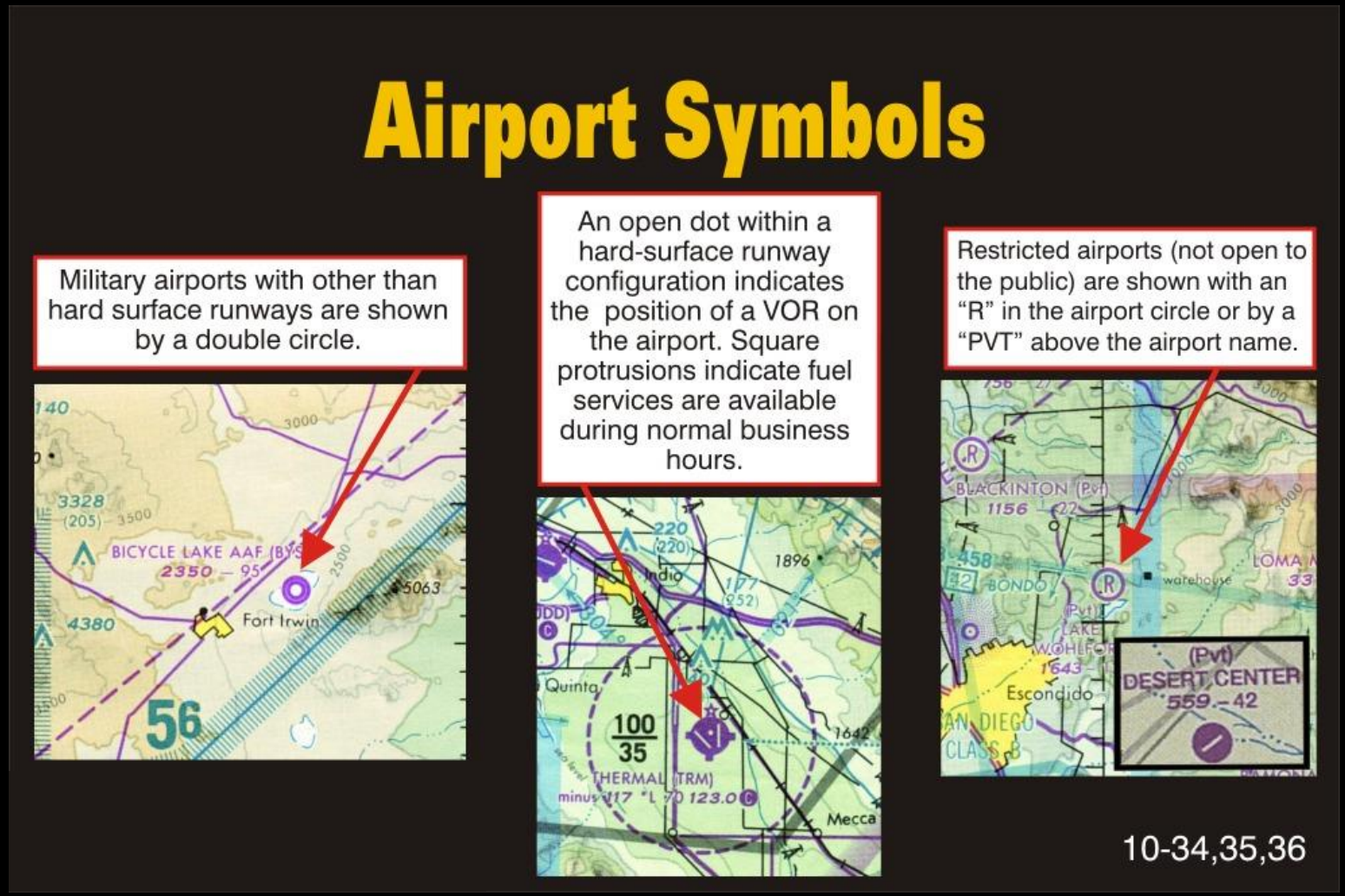
Runway Surfaces

- Airports with soft surface runways (grass, dirt, etc.) or with hard surfaces less than 1,500 feet long are shown by an open symbol without the runway(s)



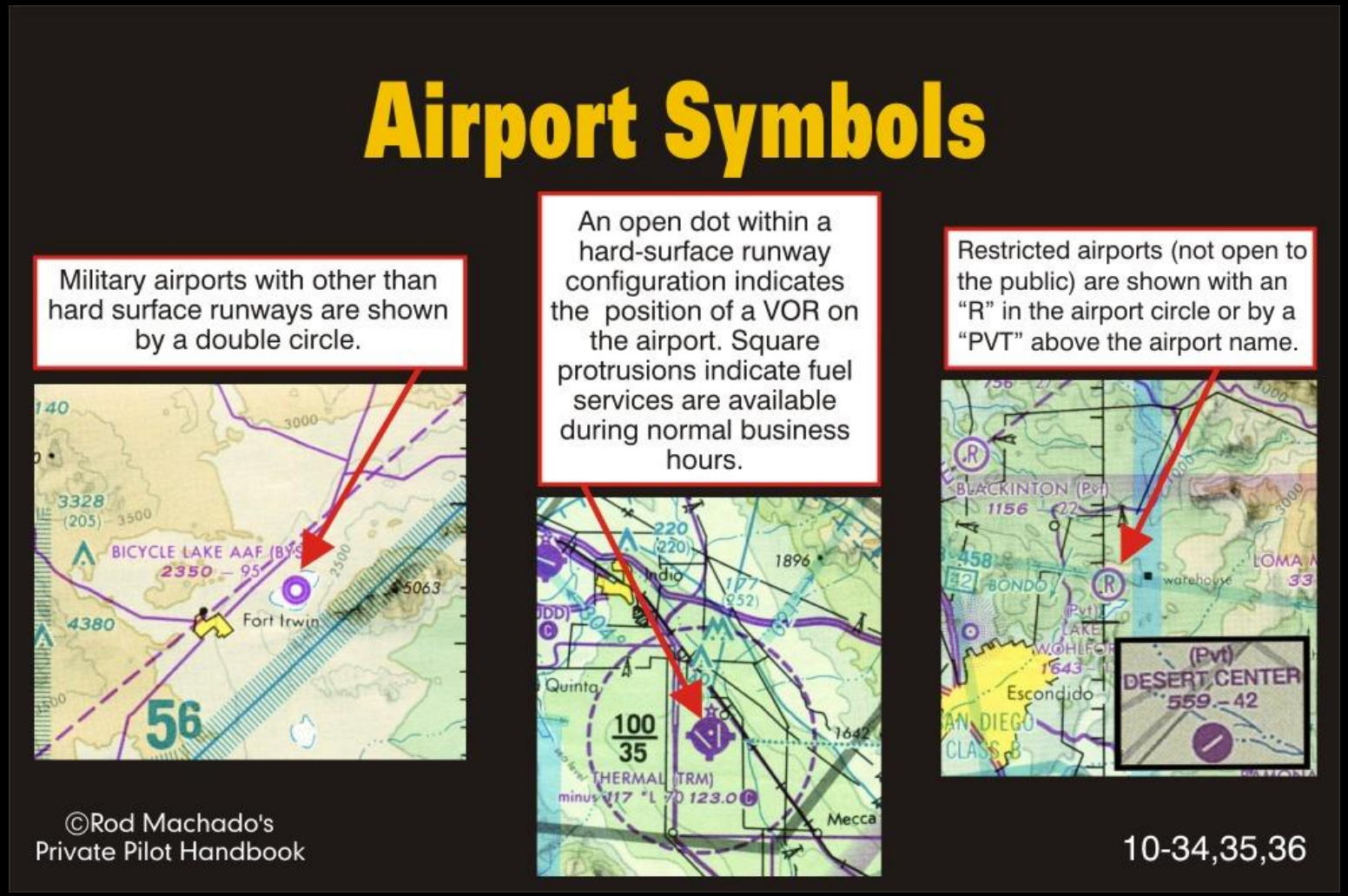
Airport Symbols

- Military airports shown by a double circle
- An open dot within a hard-surfaced runway configuration indicates the approximate position of a VOR located on the field
- Airport symbols having four square protrusions around the airport indicate fuel services are available during normal working hours (Mon-Fri, 10 to 4 pm local time)



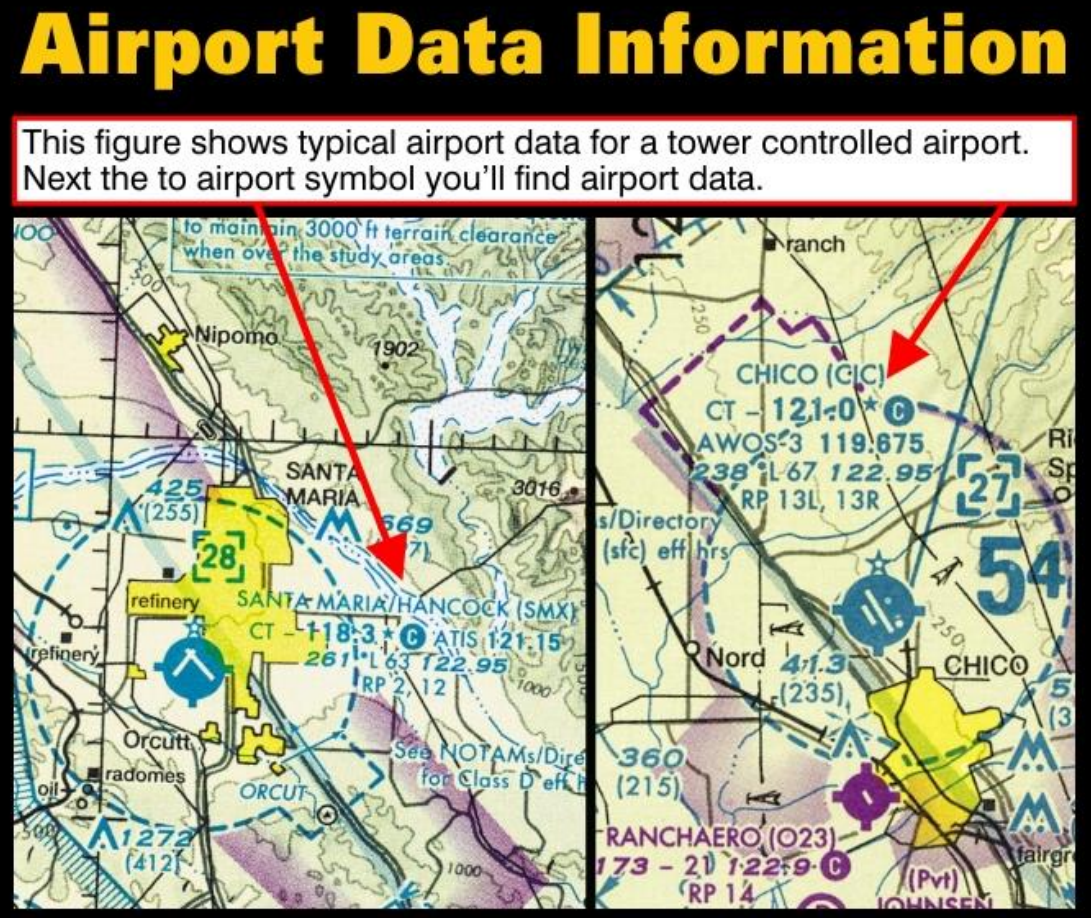
Airport Symbols

- Some airports are restricted to emergencies or by special authorization
- Identified by the airport symbol containing the letter "R" if they have soft surface runways or hard surfaced runways less than 1,500 in length
- The letters "PVT" shown if they are not for public use



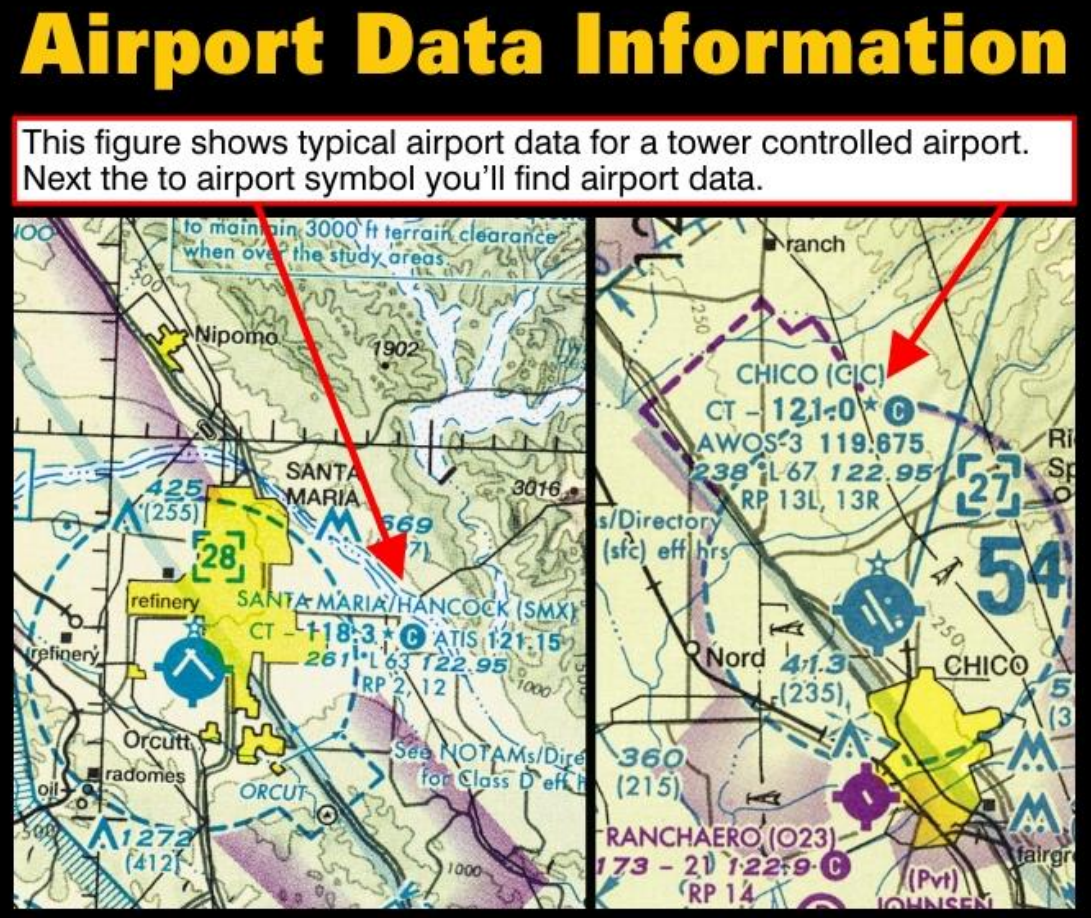
Airport Data

- Official airport name is above the control tower frequency (CT), with airport ID
- Some airports have more than one control tower frequency used by aircraft approaching from different directions, or using different parallel runways
- ATIS frequency is listed
- Some airports have AWOS or ASOS that provide a repeating, 1-minute recording of the local airport weather



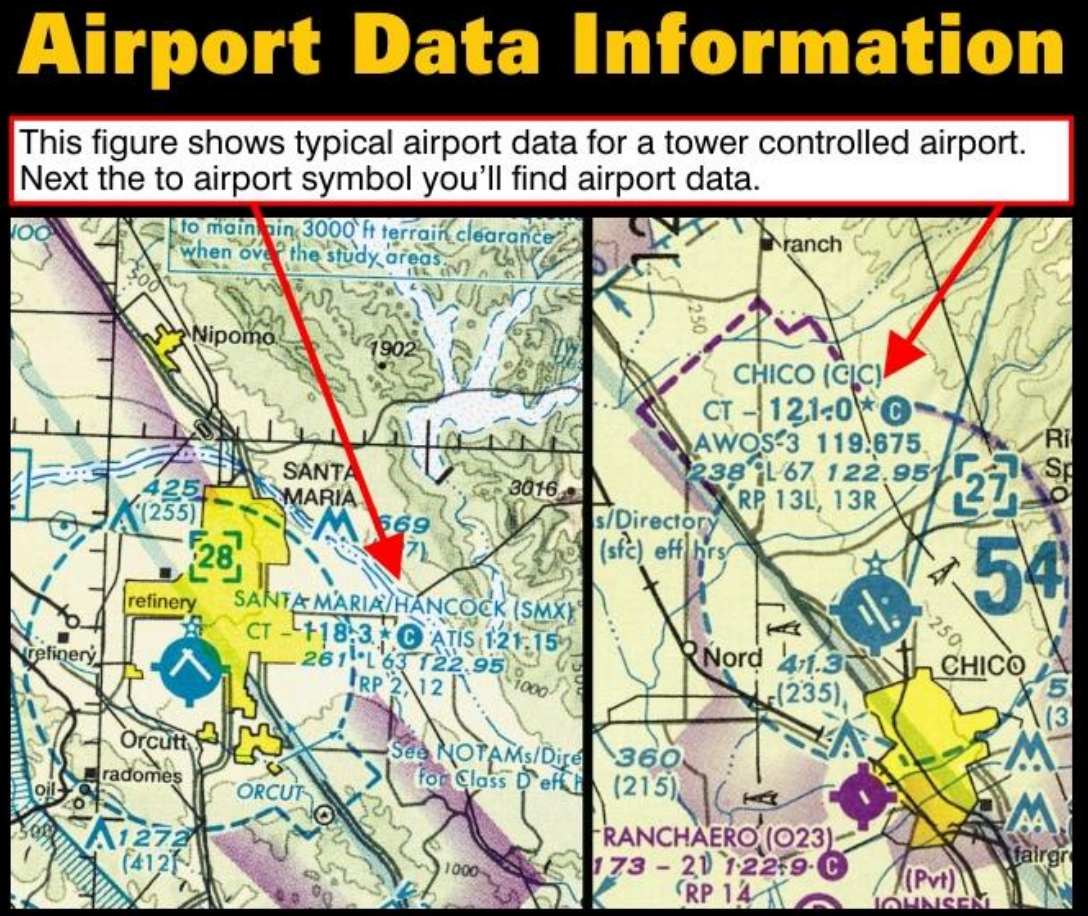
Airport Data

- Last line starts with the airport's elevation in dark bold numbers
- An "L" means lighting is available from sunset to sunrise
- Next is the length of the longest runway, in hundreds of feet and the unicom frequency



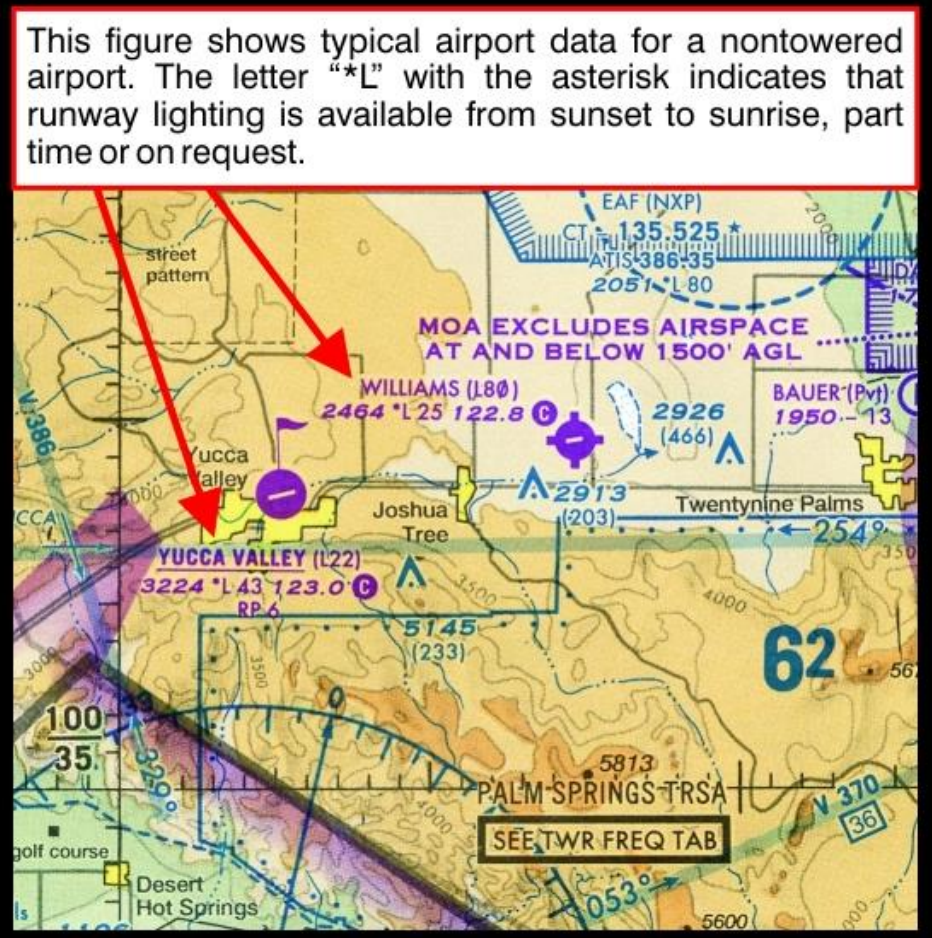
Airport Data

- The letters "RP" followed by a number indicate the runway(s) that have a non-standard right hand traffic pattern
- Unicom stations at tower controlled airports usually provide fuel service while those at nontowered airports usually provide traffic information (may also provide fuel service)



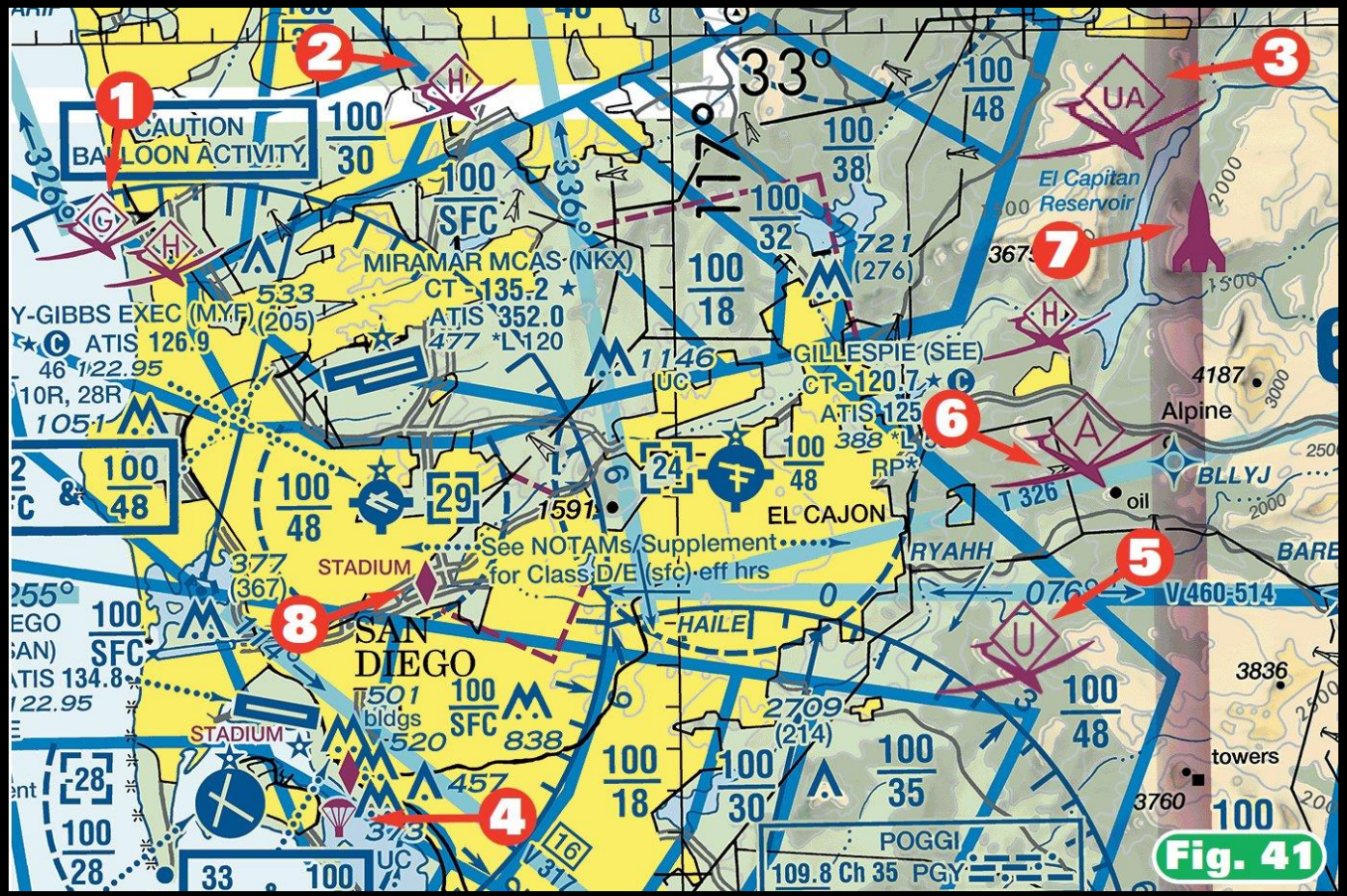
Airport Data

- Typical airport data for a nontowered airport
- Letter "*L" has an asterisk next to it meaning airport lighting limitations exist
- Runway lights for night landings may be available part time or on request
- Refer to the d-CS to find out more about the airport's lighting

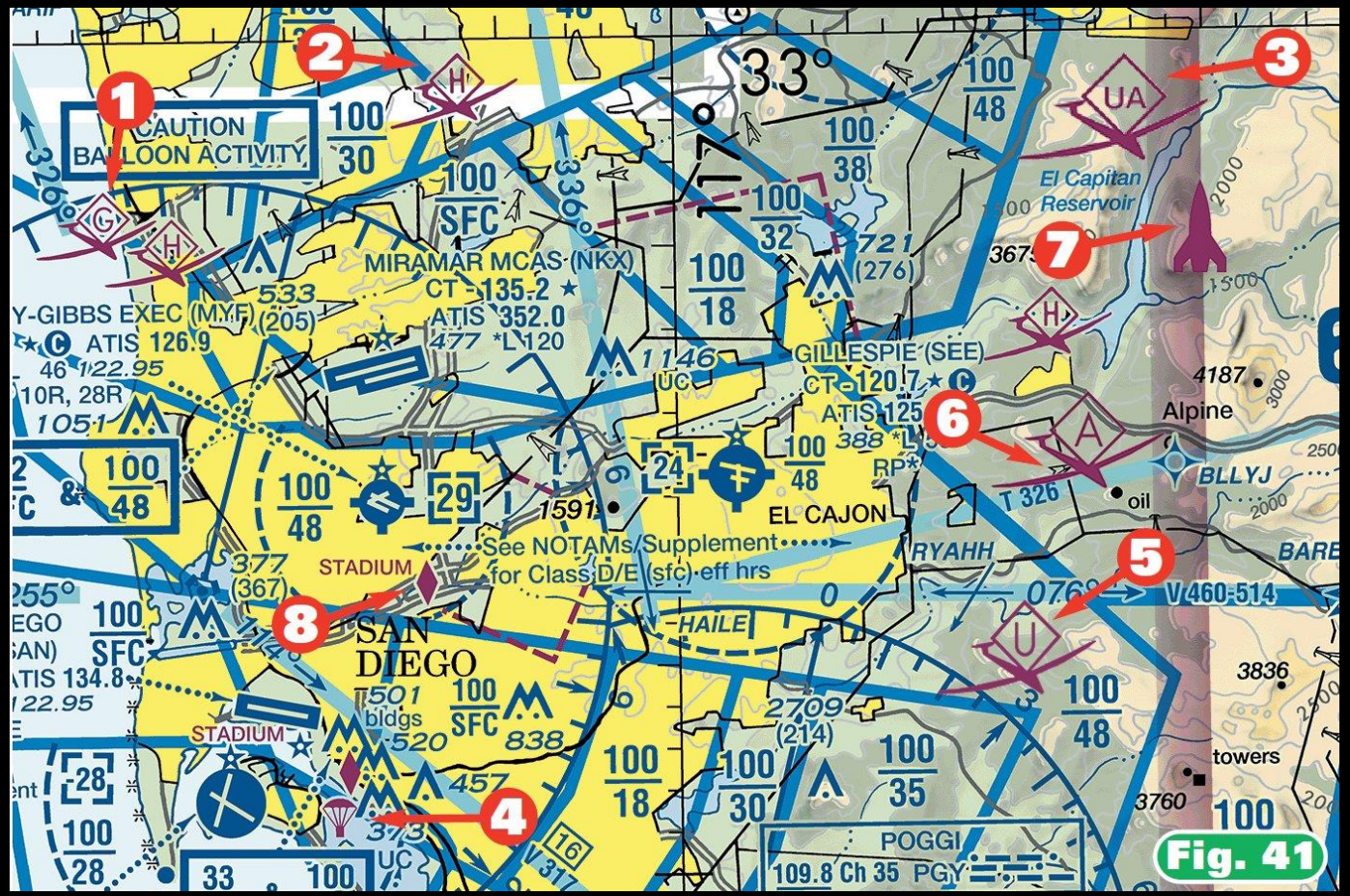


Victor Airways

- Airways depicted on sectional charts beginning with “V”
- Typically extends from one VOR to the next and identified by its own unique number
- A square box with a number inside shows the airway distance in NM between VOR stations



Airborne Vehicle Symbols



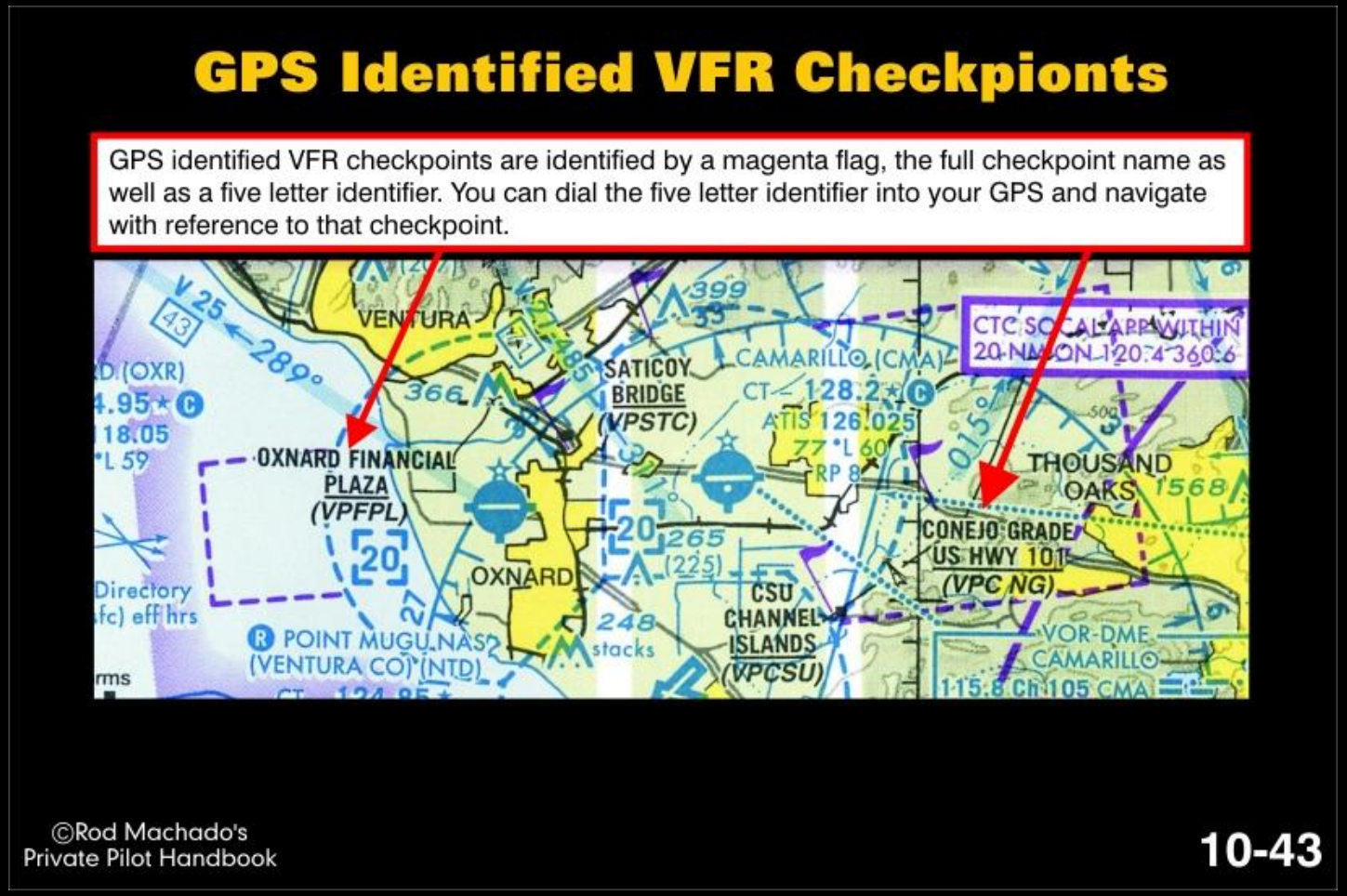
1. Glider
2. Hang glider
3. Unmanned aerial vehicles
4. Parachute areas
5. Ultralights
6. Aerobatic practice areas
7. Space launch activity areas
8. Intermittent stadium TFR prohibiting all aircraft and parachute operations at or below 3,000 feet AGL within 3 nm radius of any stadium with a seating capacity of 30,000 people or more when a major sport event is occurring

Park, Wildlife, Forest, Wilderness and Primitive Areas

- Aircraft operating within one of these areas are often requested to maintain a minimum altitude of 2,000 feet AGL within these areas (unless the chart specifically notes a different altitude)

VFR Checkpoints

- Shown on sectional and terminal charts by a magenta flag
- Their names are underlined and in bold capital letters
- These are prominent landmarks visible from the air
- ATC may ask you to report your position in reference to these landmarks when contacting them for landing



GPS Identified VFR Checkpoints

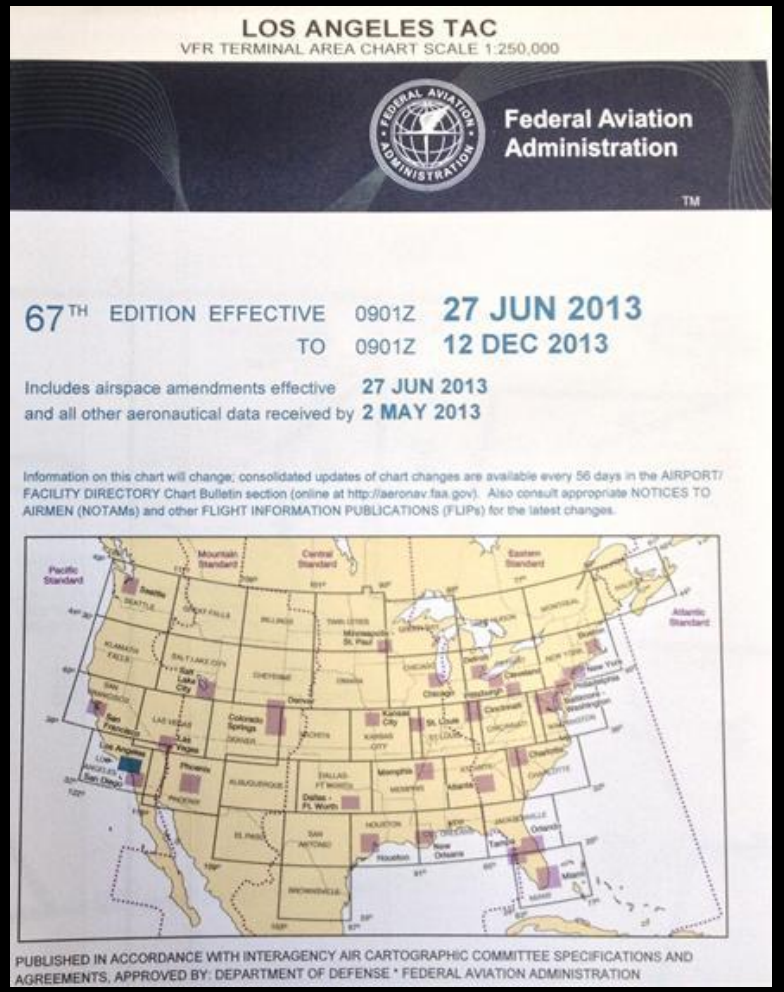
- Some VFR checkpoints are collocated with GPS waypoints
- Name of the checkpoint is listed above its five letter GPS identification
- To navigate to these collocated checkpoints, load the five letter identifier into the GPS and proceed direct to the waypoint

Terminal Area Charts

Sectional Charts and Associated Publications

VFR Terminal Area Chart

- Terminal areas are places with busy (such as Class B) airspace
- Many of these areas have a VFR terminal area chart associated with them



VFR Terminal Area Chart Boundaries

- Area covered by the VFR terminal area chart is indicated by a white bordering rectangular line on a sectional chart

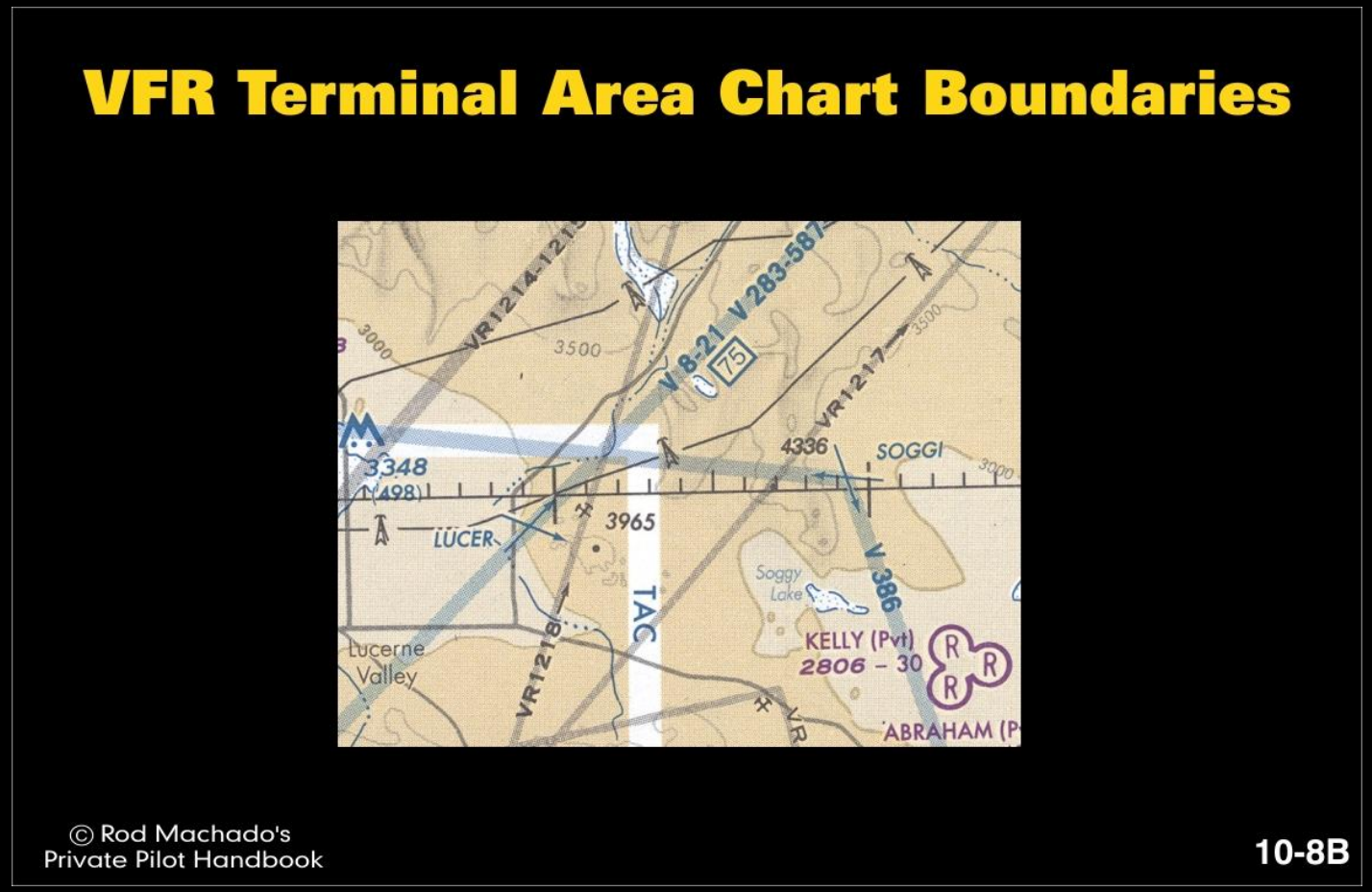


Chart Scale Comparisons

- TACs are exceptionally detailed with a scale of 1 to 250,000
- Provides much more detail than sectional charts
- Useful for pilots operating from airports within or near a major terminal area

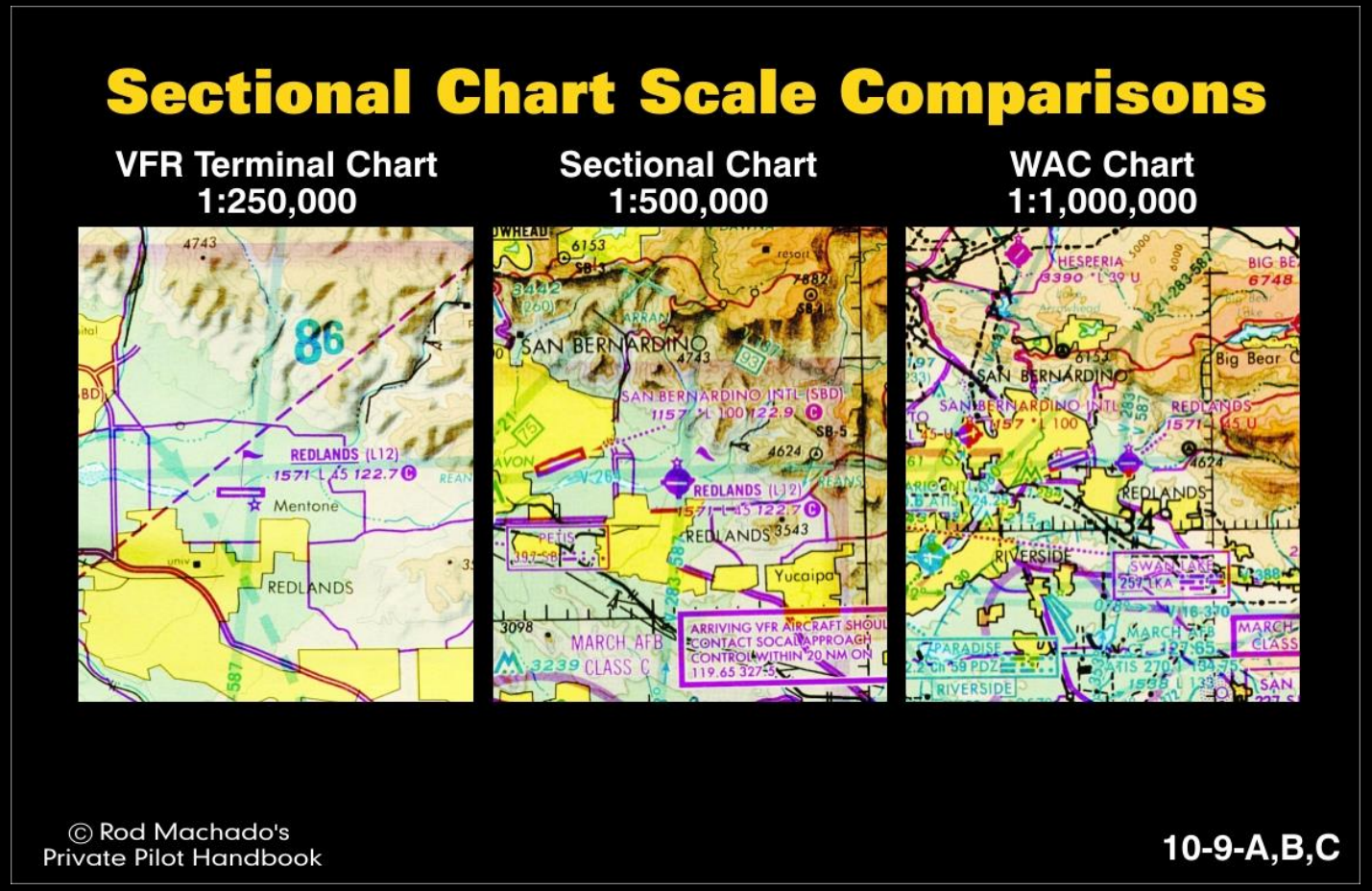
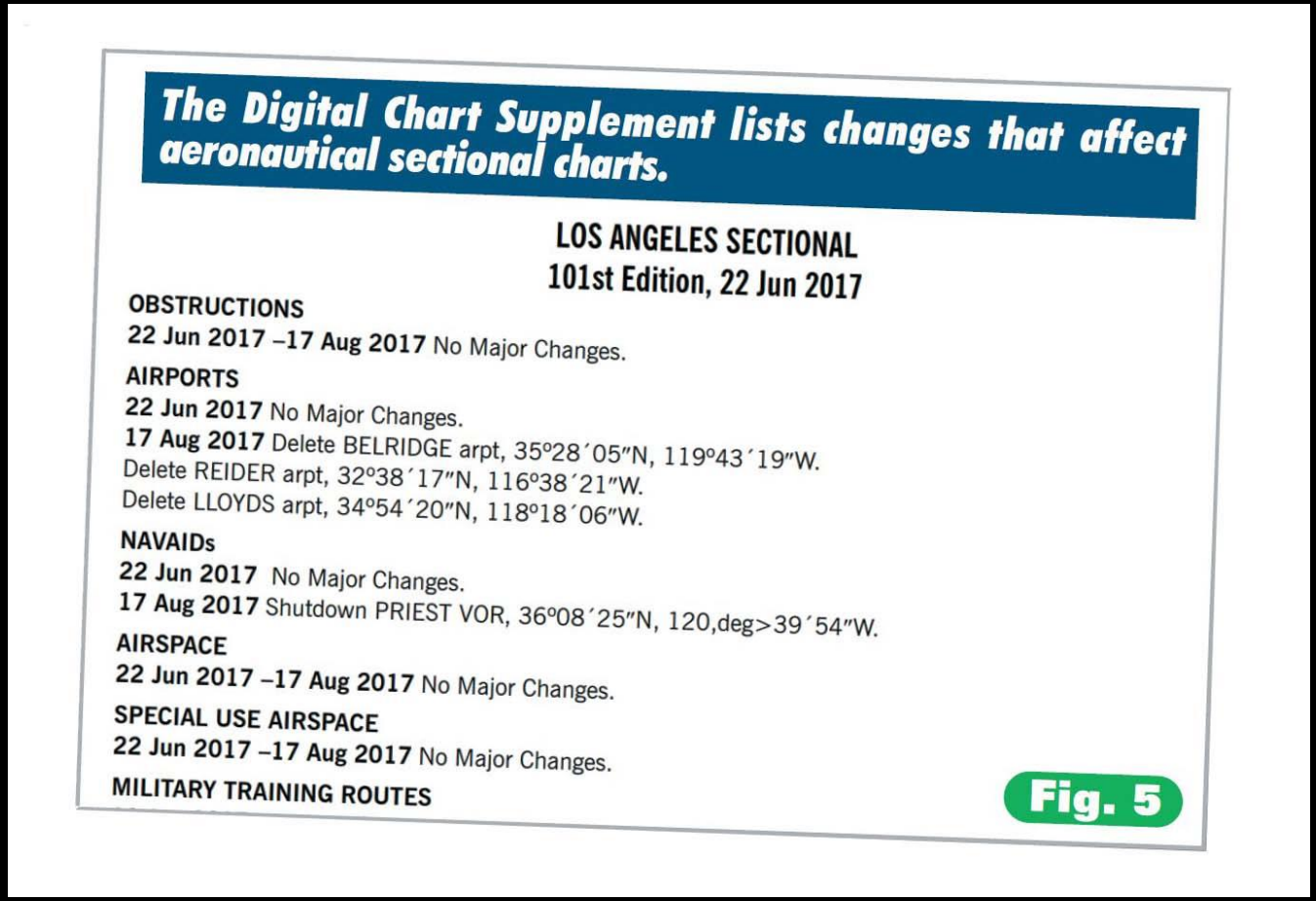


Chart Supplement

Sectional Charts and Associated Publications

Digital Chart Supplement

- Chart information can change within the 56-day publishing cycle
- NOTAMs are the source for any changes in sectional charts between revision cycles
- Check the Chart Supplement to ensure sectional chart is up to date



The Digital Chart Supplement lists changes that affect aeronautical sectional charts.

LOS ANGELES SECTIONAL
101st Edition, 22 Jun 2017

OBSTRUCTIONS
22 Jun 2017 –17 Aug 2017 No Major Changes.

AIRPORTS
22 Jun 2017 No Major Changes.
17 Aug 2017 Delete BELRIDGE arpt, 35°28′05″N, 119°43′19″W.
Delete REIDER arpt, 32°38′17″N, 116°38′21″W.
Delete LLOYDS arpt, 34°54′20″N, 118°18′06″W.

NAVAIDs
22 Jun 2017 No Major Changes.
17 Aug 2017 Shutdown PRIEST VOR, 36°08′25″N, 120,deg>39′54″W.

AIRSPACE
22 Jun 2017 –17 Aug 2017 No Major Changes.

SPECIAL USE AIRSPACE
22 Jun 2017 –17 Aug 2017 No Major Changes.

MILITARY TRAINING ROUTES

Fig. 5

Chart Supplement

- Airport is Watertown International
  - Identifier is “KART”
- Airport is located 5 miles west of the town
- Time is UTC-5 or UTC-4 during daylight savings
- Airport latitude and longitude coordinates

WATERTOWN INTL (ART)(KART) 5 W UTC–5(–4DT) N43°59.51′ W76°01.17′ — **NEW YORK**
331 B AOE LRA ARFF Index—See Remarks NOTAM FILE ART MON Airport — **H–11C, 12K, L–32F**
RWY 10–28: H7001X150 (ASPH–GRVD) S–109, D–154, 2D–254 — **IAP, AD**
PCN 43 F/C/X/T MIRL 0.3% up E
RWY 10: PAPI(P4L)—GA 3.0° TCH 47′. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 07–25: H4999X150 (ASPH–GRVD) S–105, D–147, 2D–244
PCN 41 F/C/X/T HIRL 0.3% up NE
RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 52′. Trees.
RWY 25: PAPI(P4L)—GA 3.0° TCH 44′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–4999 TODA–4999 ASDA–4784 LDA–4784
RWY 10: TORA–7001 TODA–7001 ASDA–7001 LDA–7001
RWY 25: TORA–4999 TODA–4999 ASDA–4999 LDA–4999
RWY 28: TORA–7001 TODA–7001 ASDA–7001 LDA–7001
SERVICE: S4 **FUEL** 100LL, JET A **LGT** Actvt MALSR Rwys 07; REIL Rwy 28; PAPI Rwys 10 and 28; HIRL Rwy 07–25; MIRL Rwy 10–28; twy lgts—CTAF.

AIRPORT REMARKS: Attended Oct–Apr 1100–2300Z‡, May–Sept 1000–0000Z‡. Deer and birds on and invof arpt. For fuel after hrs call 315–816–2331 or 315–816–2334. PPR for use of unimproved sfcs on arpt ctc arpt manager 315–786–6002. Caution ngt vision device ops periodically conducted in arpt traffic pattern area. Twy lgts not vsb under ngt vision goggles. Military helicopters training on and invof arpt. RC model acft act located 4 NM north of Watertown Intl Arpt blo 400′ at 44.05 N–76.05 W. Class I, ARFF Index A. PPR 2 hrs for unscheduled ops with more than 30 passenger seats call 315–466–6741 or 315–447–6405. Index B coverage is avbl on req. Rwy/Twy conditions not monitored outside of normal attendance hrs. Acft de/anti icing avbl, ctc FBO 315–786–6001. Ldg fee for acft over 6000 lbs gross weight. 2 hrs advance notice to U.S. CSTMS by pilot rqrd, call 315–482–2261. User fee arpt.
AIRPORT MANAGER: 315-786-6002
WEATHER DATA SOURCES: ASOS 132.325 (315) 639–4002.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (BURLINGTON RADIO)
RCO 122.1R 109.8T (BURLINGTON RADIO)
Ⓡ **WHEELER–SACK APP/DEP CON** 124.875
CLNC DEL 120.8
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ART.
(L) (L) VORTAC 109.8 ART Chan 35 N43°57.13′ W76°03.88′ 051° 3.1 NM to fld. 374/12W.
VOR unusable:
090°–111° byd 15 NM
112°–150°
151°–175° byd 20 NM
ILS 111.1 I–ART Rwy 07. Class ID.

Chart Supplement

- 331’ is airport field elevation
- AOE labels this and an Airport of Entry
- MON Airport labels this as a minimum operations network airport

WATERTOWN INTL (ART)(KART) 5 W UTC–5(–4DT) N43°59.51´ W76°01.17´ — **NEW YORK**
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RWY 10: PAPI(P4L)—GA 3.0° TCH 47´. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 45´. Trees.
RWY 07–25: H4999X150 (ASPH–GRVD) S–105, D–147, 2D–244
PCN 41 F/C/X/T HIRL 0.3% up NE
RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 52´. Trees.
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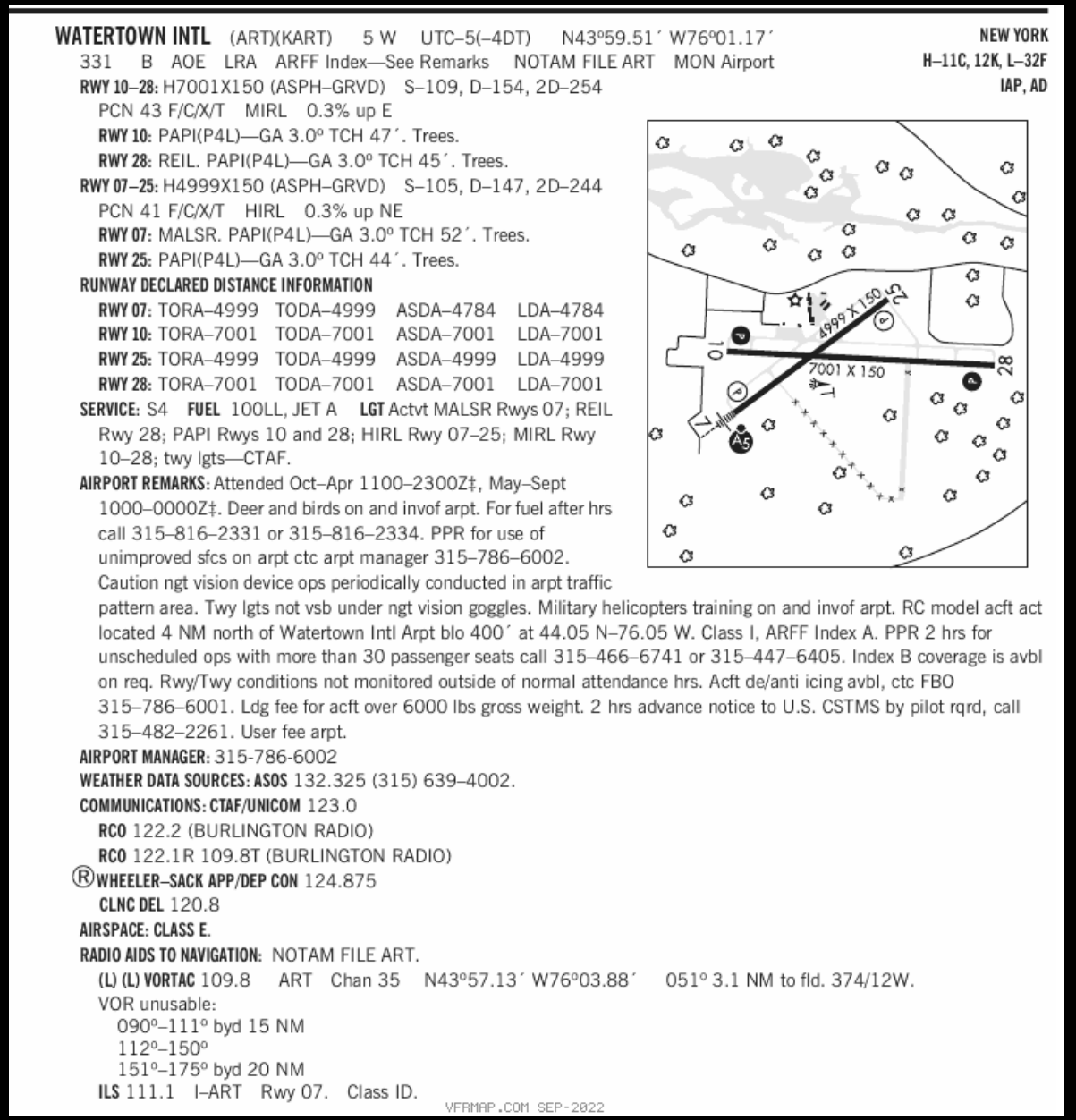
RWY 28: TORA–7001 TODA–7001 ASDA–7001 LDA–7001
SERVICE: S4 **FUEL** 100LL, JET A **LGT** Actvt MALSR Rwys 07; REIL Rwy 28; PAPI Rwys 10 and 28; HIRL Rwy 07–25; MIRL Rwy 10–28; twy lgts—CTAF.
AIRPORT REMARKS: Attended Oct–Apr 1100–2300Z‡, May–Sept 1000–0000Z‡. Deer and birds on and invof arpt. For fuel after hrs call 315–816–2331 or 315–816–2334. PPR for use of unimproved sfcs on arpt ctc arpt manager 315–786–6002. Caution ngt vision device ops periodically conducted in arpt traffic pattern area. Twy lgts not vsb under ngt vision goggles. Military helicopters training on and invof arpt. RC model acft act located 4 NM north of Watertown Intl Arpt blo 400´ at 44.05 N–76.05 W. Class I, ARFF Index A. PPR 2 hrs for unscheduled ops with more than 30 passenger seats call 315–466–6741 or 315–447–6405. Index B coverage is avbl on req. Rwy/Twy conditions not monitored outside of normal attendance hrs. Acft de/anti icing avbl, ctc FBO 315–786–6001. Ldg fee for acft over 6000 lbs gross weight. 2 hrs advance notice to U.S. CSTMS by pilot rqrd, call 315–482–2261. User fee arpt.
AIRPORT MANAGER: 315-786-6002
WEATHER DATA SOURCES: ASOS 132.325 (315) 639–4002.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (BURLINGTON RADIO)
RCO 122.1R 109.8T (BURLINGTON RADIO)
Ⓡ **WHEELER–SACK APP/DEP CON** 124.875
CLNC DEL 120.8
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ART.
(L) (L) VORTAC 109.8 ART Chan 35 N43°57.13´ W76°03.88´ 051° 3.1 NM to fld. 374/12W.
VOR unusable:
090°–111° byd 15 NM
112°–150°
151°–175° byd 20 NM
ILS 111.1 I–ART Rwy 07. Class ID.

Chart Supplement

- Runway info
- Runway Declared Distance Information
- Service Type
- Airport Remarks
- Airport Manager
- ATC frequencies
- Radios Aids to navigation



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RUNWAY DECLARED DISTANCE INFORMATION

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RWY 25:	TORA–4999	TODA–4999	ASDA–4999	LDA–4999
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SERVICE: S4 **FUEL** 100LL, JET A **LGT** Actvt MALSR Rwys 07; REIL Rwy 28; PAPI Rwys 10 and 28; HIRL Rwy 07–25; MIRL Rwy 10–28; twy lgts—CTAF.

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112°–150°
151°–175° byd 20 NM
ILS 111.1 I–ART Rwy 07. Class ID.

Knowledge Check

What does a “*RP” mean on a VFR sectional chart?

A. Right pattern at all times
B. Right pattern at certain times
C. Reduced pavement on the runway
D. Optional right pattern

Knowledge Check

What does a “*RP” mean on a VFR sectional chart?

A. ~~Right pattern at all times~~
B. Right pattern at certain times
C. ~~Reduced pavement on the runway~~
D. ~~Optional right pattern~~

Knowledge Check

What type of chart give the most detail?

A. VFR Planning chart (WAC)
B. VFR Sectional chart
C. Terminal Area Chart (TAC)
D. Both A and B

Knowledge Check

What type of chart give the most detail?

A. ~~VFR Planning chart (WAC)~~
B. ~~VFR Sectional chart~~
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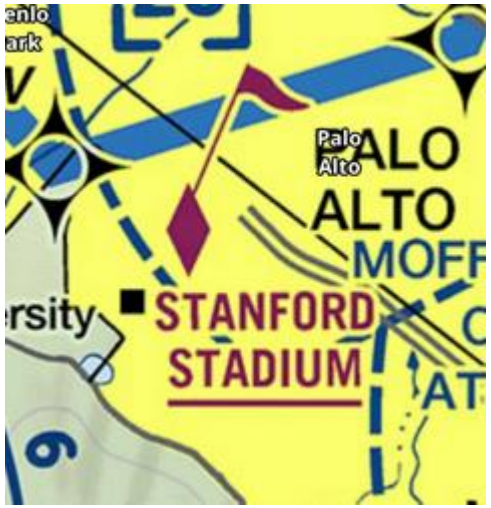
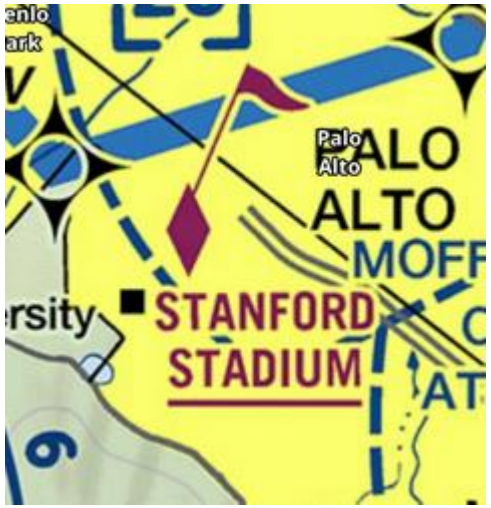
Knowledge Check



What is the flag-like symbol at Stanford Stadium?

A. Stadium marker
B. Obstacle marked by a flag
C. Large tower
D. VFR Checkpoint

Knowledge Check



What is the flag-like symbol at Stanford Stadium?

~~A. Stadium marker~~

~~B. Obstacle marked by a flag~~

~~C. Large tower~~

D. VFR Checkpoint

Knowledge Check

How long are sectional chart valid for?

A. 24 days
B. 28 days
C. 56 days
D. 6 months

Knowledge Check

How long are sectional chart valid for?

~~A. 24 days~~

~~B. 28 days~~

C. 56 days

~~D. 6 months~~

Knowledge Check

Where can you find out about an airports type of fuel offered?

A. VFR Sectional Chart
B. Terminal Area Chart
C. Chart Supplement
D. None of the above

Knowledge Check

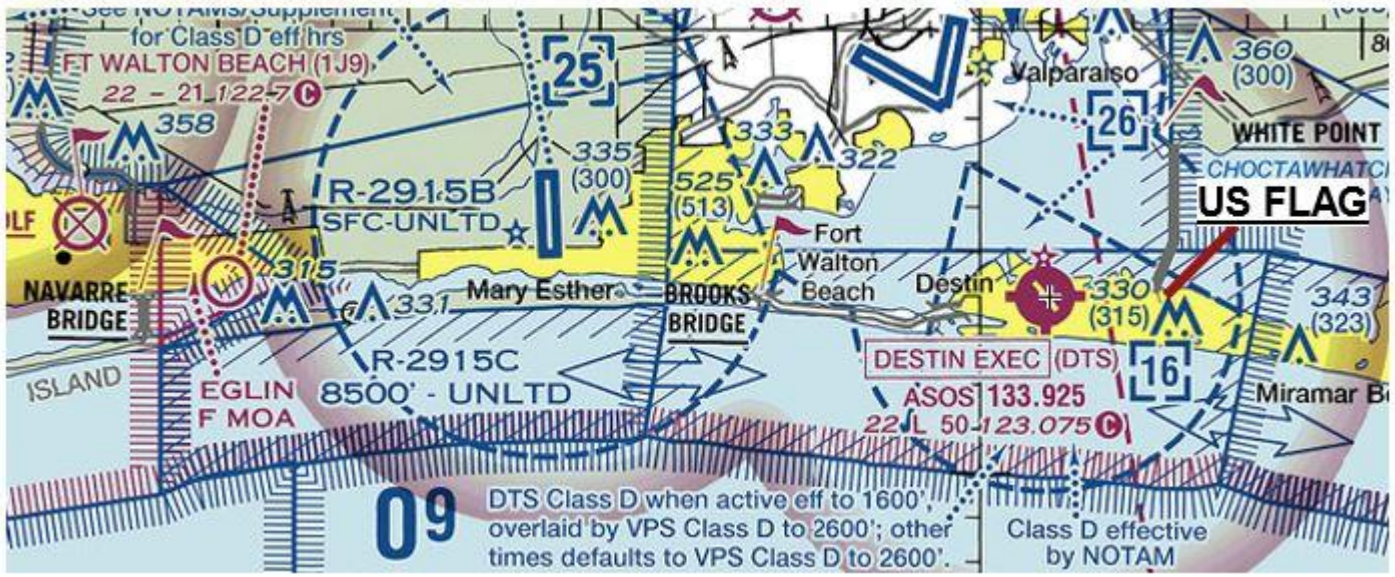
Where can you find out about an airports type of fuel offered?

A. ~~VFR Sectional Chart~~
B. ~~Terminal Area Chart~~
C. Chart Supplement
D. ~~None of the above~~

Knowledge Check

What's the length of the longest runway at Destin Executive?

A. 5,000’
B. 500’
C. 50’
D. 2,200’



Knowledge Check

What's the length of the longest runway at Destin Executive?

A. 5,000’

~~B. 500’~~

~~C. 50’~~

~~D. 2,200’~~