

AERONAUTICAL INFORMATION MANUAL

AIRPORT LIGHTING AND MARKING AIDS

Airport Beacons

Operation of the airport rotating beacon during the daytime indicates the weather in Class D airspace is below basic VFR minimums.

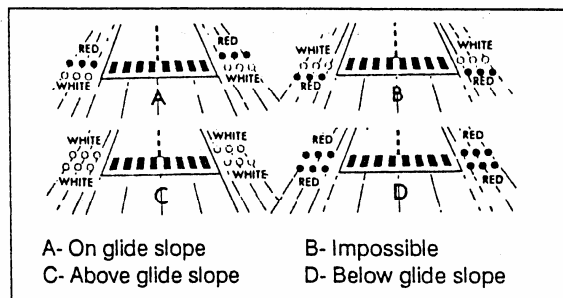
A military airport is identified at night by dual peaked (2 quick) white flashes between green flashes.

To set high intensity runway lights on medium intensity, a pilot should click the microphone seven times (to turn them on high intensity), then click it five times.

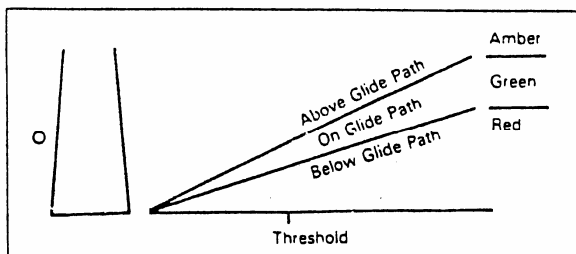
Airport taxiways are identified at night by blue omnidirectional lights.

VFR approaches to land at night should be made the same as during daytime.

VASI (Visual Approach Slope Indicator)



When approaching a runway served by VASI, stay at or above the glideslope.



Tricolor VASI

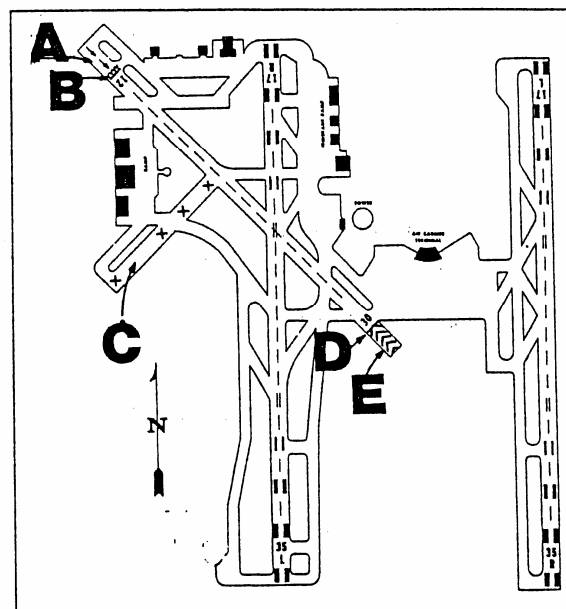
Amber when above, green on glide slope, red when below glide slope.

PAPI (Precision Approach Path Indicator)

A precision approach path indicator has four lights that are all white for too high, all red for too low, and three white and one red for slightly high.

Runway Markings

Runway numbers are determined from the approach direction, and are aligned in relation to magnetic north. A runway marked 8 is aligned 080 degrees magnetic direction.

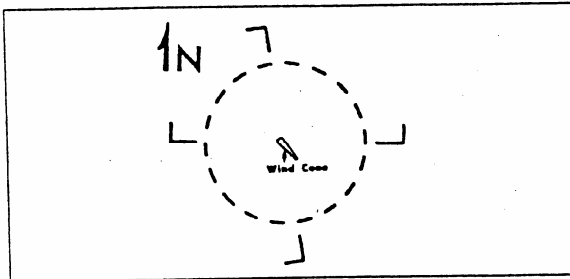


- A. Displaced threshold - you may taxi and take-off but not land.
- B. The approach end of runway 12.
- C. Closed runway or taxiway (X displayed).
- D. Approach end of runway 30.
- E. Non-usable portion of the runway. May only be used as an overrun.

Segmented Circle

When departing from an uncontrolled airport, comply with the FAA traffic pattern established for the airport.

Segmented Circle (Cont)



The segmented circle shows right-hand and left-hand traffic during takeoff and landing. In the example above, runways 9 and 35 have left-traffic, and runways 17 and 27 have right-traffic. These have been arranged to avoid flight over an area to the southeast of the airport. With the wind as indicated, you should, when landing on runway 27, expect a right-quartering headwind.

ATC AND OTHER FACILITIES

Terminal Radar Program

Basic radar service is traffic advisories and limited vectoring for VFR aircraft.

Stage III service provides sequencing and separation for participating VFR aircraft.

When arriving VFR and desiring radar advisory service, contact approach control on the appropriate frequency. When departing VFR, request radar advisory service from ground control, on initial contact.

Radar Traffic Information Service

'Traffic at 9 o'clock, 2 miles, southbound' means traffic is off your left wingtip, 2 miles away. If you are headed north, the traffic would be to your west.

Common Traffic Advisory Frequency

CTAF is the common frequency to be used when arriving at an airport that does not have an operating control tower.

CTAF (Cont)

CTAF for each airport is listed on the sectional chart, and also in the Airport/Facility Directory.

At an airport that has an FSS on the field, use 123.6 MHz and contact the FSS for airport and traffic advisories prior to entering the airport advisory area.

VHF Direction Finder

Airports that have VHF/OF have equipment with which to determine your direction from the station.

To use VHF/OF facilities, you must have a VHF transmitter and receiver.

Transponder Operation

An operable transponder with altitude encoding (Mode C) is required within 30 nautical miles (NM) of the Class B primary airport, in Class C airspace, and at & above 10,000 MSL.

Code 1200 should be squawked whenever VFR. Avoid inadvertent selection of codes 7500, 7600 and 7700.

VFR Flight Plan

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) ☐ PILOT BRIEFING ☐ VNR		TIME STARTED		SPECIALIST INITIALS	
FLIGHT PLAN				☐ STOPOVER			
1 TYPE	2 AIRCRAFT IDENTIFICATION	3 AIRCRAFT TYPE/SPECIAL EQUIPMENT	4 TRUE AIRSPEED	5 DEPARTURE POINT	6 DEPARTURE TIME PROPOSED (2) ACTUAL (2)		7 CRUISING ALTITUDE
☐ VFR ☐ IFR ☐ DVFR			KTS				
8 ROUTE OF FLIGHT							
9 DESTINATION (Name of airport and city)		10 EST. TIME ENROUTE HOURS MINUTES		11 REMARKS			
12 FUEL ON BOARD HOURS MINUTES		13 ALTERNATE AIRPORT(S)		14 PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE			15 NUMBER ABOARD
				17 DESTINATION CONTACT/TELEPHONE (OPTIONAL)			
16 COLOR OF AIRCRAFT		CIVIL AIRCRAFT PILOTS: FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.					
FAA Form 7233-1 (8-82)				CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL			

VFR Flight Plan (Cont)

Block 7 should state your initial cruising altitude.

Block 9 should state the destination airport, if no stopover for more than one hour is anticipated.

Block 12 should state the amount of usable fuel on board, expressed in time.

The pilot must close the flight plan with the nearest FSS or other FAA facility upon landing.

Arrival

When initially contacting a facility, state the facility name and your full aircraft tail number. Hawk N984CB calling McAlester FSS would use 'MCALESTER RADIO. HAWK NINER EIGHT FOUR CHARLIE BRAVO'.

If the radio fails when landing at a controlled airport, observe the traffic flow, enter the pattern, and look for a light signal from tower

After landing at a controlled airport, contact ground control when advised by the tower.

Airport/Facility Directory

Lincoln Municipal is 4 miles northwest of the city.

Runway 17R and 35R have right traffic.

Common Traffic Advisory Frequency (CTAF) is on 118.5 MHz.

When approaching Lincoln from the west, the initial contact with approach control should be on 124.0 MHz.

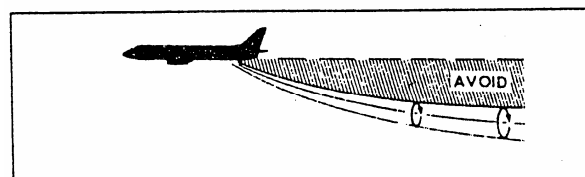
Information about parachute jumping and glider operations is noted in the Airport/Facility Directory.

Airport/Facility Directory (Cont)

NEBRASKA	
LINCOLN MUNI (LNK) 4 NW UTC - 6 (-5DT) N40°51'05" W96°45'55" DWAAP	
1214 B S-FUEL 100LL JET A-1 TPA-2214(1000) ARFF Index C H-IL 3F, 4F, 1-118	
Rwy 17R-35L H290X100 (ASPH-CONC-GRVD) S-100 D-200 DT-400 HIRL	
Rwy 17R: MALSR VASI(V4L)-GA 3.0° TCH 55' Rgt ttc Arresting device	
Rwy 35L: MALSR VASI(V4L)-GA 3.0° TCH 55' Arresting device	
Rwy 14-32 H8620X150 (ASPH-CONC-GRVD) S-80 D-170 DT-280 MIRL	
Rwy 14: REIL VASI(V4L)-GA 3.0° TCH 48' Rwy 32: VASI(V4L)-GA 3.0° TCH 53' Thid dsoid 431' Pole	
Rwy 17L: VASI(V4L)-GA 3.0° TCH 33' S-49 D-60 HIRL 0.8% up N	
Rwy 35R: VASI(V4L)-GA 3.0° TCH 35' Pole Rgt ttc	
AIRPORT REMARKS: Attended continuously. Arresting barrier located 2200' in from thid 17R and 1500' in from thid 35L. Arresting barrier in place departure and Rwy 17R-35L during military operations and approach end during emergencies. Airport manager advise 43000 lbs GWT single wheel Rwy 17L-35R For MALSR Rwy 17R and 35L etc ttc twr.; When twr clsd MALSR Rwy 17R and 35L preset on med mts. and REIL Rwy 14 left on when wind favor. NOTE: See SPECIAL NOTICE-Simultaneous Operations on intersecting Runways.	
WEATHER DATA SOURCES: ASOS (402) 474-9214. LLWAS	
COMMUNICATIONS: CTAF 118.5 RTB 118.05 UNCOM 122.95	
COLUMBUS FSS (OLU) TF 1-800-WX-BRIEF. NOTAM FILE LNK	
NCB 122.65 (COLUMBUS FSS)	
APP/DEP CON 124.0 (170°-349°) 124.8 (350°-169°) (1200-0600Z)	
MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1200Z)	
TOWER 118.5 125.7 (1200-0600Z) GND CON 121.9 CLNC DEL 120.7	
AISA etc APP CON	
UNID ADDS TO NAVIGATION: NOTAM FILE LNK. VHF/DF etc COLUMBUS FSS	
IN VORTAC 116.1 LNK Chan 306 N40°55.43' W96°44.52' 181° 4.5 NM to fld. 1370/9E	
POTTS NDB (MIR/LDN) 365 LN N40°44.83' W96°45.75' 355° 6.2 NM to fld. Unmonitored when twr clsd	
ILJ 111.1 I-OCZ Rwy 17R. MM and OM unmonitored.	
ILJ 109.9 I-LNK Rwy 35L. LOM POTTS NDB. MM unmonitored. LOM unmonitored when twr clsd.	
COMM/UNID REMARKS: Emerg frequency 121.5 not available at tower.	
LOUP CITY MUNI (NEB) 1 NW UTC - 6 (-5DT) N41°17'42" W98°59'44" DWAAP	
2070 B FUEL 100LL	
Rwy 15-32 H3200X50 (ASPH) S-8 HIRL	
Rwy 32: Trees.	
Rwy 84-22: 2100X100 (TURF)	
Rwy 84: Tree. Rwy 22: Road.	
AIRPORT REMARKS: Unattended. For svc call 308-745-0328.	
COMMUNICATIONS: CTAF 122.9	
COLUMBUS FSS (OLU) TF 1-800-WX-BRIEF. NOTAM FILE OLU.	
UNID ADDS TO NAVIGATION: NOTAM FILE OLU.	
WOLBACH (N) VORTAC 114.8 OBN Chan 95 N41°22.54' W98°21.22' 250° 29.3 NM to fld. 2010/10E	

Figure 53 - Airport/Facility Directory Excerpt

Wake Turbulence



Wake turbulence is created only when the airplane's wings are developing lift.

The greatest vortex strength occurs when the generating aircraft is heavy, 'clean', and slow.

Wake turbulence tends to sink below the flight path of the generating aircraft, and into the flight path of aircraft operating below the aircraft generating the turbulence. Remain above and upwind of the heavy aircraft.

The wind condition that requires the most caution when avoiding wake turbulence on landing is a light quartering tailwind.



MEDICAL FACTS FOR PILOTS

Carbon Monoxide

Large accumulations result in loss of muscular power.

Susceptibility to CO poisoning increases as altitude increases.

Hypoxia

Hypoxia is a state of oxygen deficiency that keeps the brain from functioning properly.

Hypoxia susceptibility due to the inhalation of carbon monoxide increases as altitude increases.

Hyperventilation

Hyperventilation is a lack of carbon dioxide as a result of rapid or extra breathing, and emotional tension, anxiety, or fear.

Remedy hyperventilation by slowing your breathing rate to reduce the output of carbon dioxide.

Spatial Disorientation

Spatial disorientation is a temporary confusion resulting from misleading information being sent to the brain by various sensory organs.

The best way to overcome the effects of spatial disorientation is to rely on the aircraft instrument indications.

Vision

While in the vicinity of a VOR, exercise sustained vigilance to avoid other aircraft that may be converging on the VOR from other directions.

If another aircraft is on a collision course with your aircraft, there will be no apparent relative motion between your aircraft and the other aircraft.

Scan for other aircraft in the daytime by using a series of short, regularly spaced eye movements to search each 10-degree sector.

At night, use peripheral vision by scanning slowly to permit offcenter viewing.

Haze causes traffic to appear to be farther away than actual distance.

3120. B08 PVT

While operating in class D airspace, each pilot of an aircraft approaching to land on a runway served by a visual approach slope indicator (VASI) shall

A) maintain a 3° glide until approximately 1/2 mile to the runway before going below the VASI.

B) maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.

C) stay high until the runway can be reached in a power-off landing.

3121. When approaching to land on a runway served by a visual approach slope indicator (VASI), the pilot shall

A) maintain an altitude that captures the glide slope at least 2 miles downwind from the runway threshold.

B) maintain, an altitude at or above the glide slope.

C) remain on the glide slope and land between the two-light bar

3123. B08

Which is the correct traffic pattern departure procedure to use at a noncontrolled airport?

A) Depart in any direction consistent with safety, after crossing the airport boundary.

B) Make all turns to the left.

C) Comply with any FAA traffic pattern established for the airport.

3604. J11

(Refer to figure 21, area 3.) What is the recommended communications procedure for a landing at Currituck County Airport?

A) Transmit intentions on 122.9 MHz when 10 miles out and give position reports in the traffic pattern.

B) Contact Elizabeth City FSS for airport advisory service.

C) Contact New Bern FSS for area traffic information.

3605. J11

(Refer to figure 22, area 2.) The CTAF/MULTICOM frequency for Garrison Airport is

A) 122.8 MHz.

B) 122.9 MHz.

C) 123.0 MHz.

NOTE: CORRECT ANSWER IN IS BOLD ITALICS

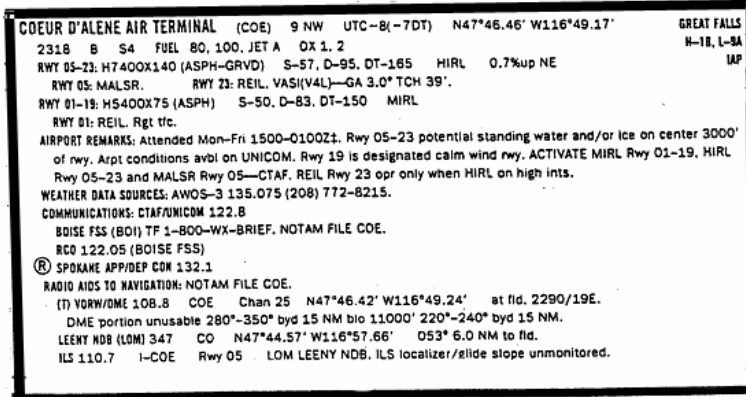


FIGURE 32.—Airport/Facility Directory Excerpt.

3606. J11

(Refer to figure 23, area 2; and figure 32.) At Coeur d'Alene, which frequency should be used as a Common Traffic Advisory Frequency (CTAF) to self-announce position and intentions?

- A) 122.05 MHz.
- B) 122.1/108.8 MHz.
- C) 122.8 MHz.**

3607. J11

(Refer to figure 23, area 2; and figure 32.) At Coeur d'Alene, which frequency should be used as a Common Traffic Advisory Frequency (CTAF) to monitor airport traffic?

- A) 122.05 MHz.
- B) 135.075 MHz.
- C) 122.8 MHz.**

3608. J11

(Refer to figure 23, area 2; and figure 32.) What is the correct UNICOM frequency to be used at Coeur d'Alene to request fuel?

- A) 135.075 MHz.
- B) 122.1/108.8 MHz.
- C) 122.8 MHz.**

3609. J11

(Refer to figure 26, area 3.) If Redbird Tower is not in operation, which frequency should be used as a Common Traffic Advisory Frequency (CTAF) to monitor airport traffic?

- A) 120.3 MHz.**
- B) 122.95 MHz.
- C) 126.35 MHz.

3610.

(Refer to figure 27, area 2.) What is the recommended communication procedure when inbound to land at Cooperstown Airport?
A) Broadcast intentions when 10 miles out on the CTAF/MULTICOM frequency, 122.9 MHz.
B) Contact UNICOM when 10 miles out on 122.8 MHz.
C) Circle the airport in a left turn prior to entering traffic.

3611. J11

(Refer to figure 27, area 4.) The CTAF/UNICOM frequency at Jamestown Airport is

- A) 122.0 MHz.
- B) 123.0 MHz.**
- C) 123.6 MHz.

3612. J11

(Refer to figure 27, area 6.) What is the CTAF/UNICOM frequency at Barnes County Airport?

- A) 122.0 MHz.
- B) 122.8 MHz.**
- C) 123.6 MHz.

3613. J12

When flying HAWK N666CB, the proper phraseology for initial contact with McAlester AFSS is

- A) 'MC ALESTER RADIO, HAWK SIX SIX SIX CHARLIE BRAVO, RECEIVING ARDMORE VORTAC, OVER.'**
- B) 'MC ALESTER STATION, HAWK SIX SIX SIX CEE BEE, RECEIVING ARDMORE VORTAC, OVER.'
- C) 'MC ALESTER FLIGHT SERVICE STATION, HAWK NOVEMBER SIX CHARLIE BRAVO, RECEIVING ARDMORE VORTAC, OVER.'

3614. J12

The correct method of stating 4,500 feet MSL to ATC is

- A) 'FOUR THOUSAND FIVE HUNDRED.'**
- B) 'FOUR POINT FIVE.'
- C) 'FORTY-FIVE HUNDRED FEET MSL.'

3615. J12

The correct method of stating 10,500 feet MSL to ATC is

- A) 'TEN THOUSAND, FIVE HUNDRED FEET.'
- B) 'TEN POINT FIVE.'
- C) 'ONE ZERO THOUSAND, FIVE HUNDRED.'**

3619. J34

(Refer to figure 23, area 2 and legend 1.) For information about the parachute jumping and glider operations at Silverwood Airport, refer to

- A) notes on the border of the chart.
- B) the Airport/Facility Directory.**
- C) the Notices to Airmen (NOTAM) publication.

3710. H507

Prior to starting each maneuver, pilots should

- A) check altitude, airspeed, and heading indications.
- B) visually scan the entire area for collision avoidance.**
- C) announce their intentions on the nearest CTAF.

NOTE: CORRECT ANSWER IN IS BOLD ITALICS



3711. H582

The most important rule to remember in the event of a power failure after becoming airborne is to **A)** immediately establish the proper gliding attitude and airspeed.

B) quickly check the fuel supply for possible fuel exhaustion.

C) determine the wind direction to plan for the forced landing.

3712. H995

What is the most effective way to use the eyes during night flight?

A) Look only at far away, dim lights.

B) Scan slowly to permit offcenter viewing.

C) Concentrate directly on each object for a few seconds.

3713. H995

The best method to use when looking for other traffic at night is to

A) look to the side of the object and scan slowly.

B) scan the visual field very rapidly.

C) look to the side of the object and scan rapidly.

3714. H564

The most effective method of scanning for other aircraft for collision avoidance during nighttime hours is to use

A) regularly spaced concentration on the 3-, 9-, and 12-o'clock positions.

B) a series of short, regularly spaced eye movements to search each 30-degree sector.

C) peripheral vision by scanning small sectors and utilizing offcenter viewing.

3718. H568

Airport taxiway edge lights are identified at night by

A) white directional lights.

B) blue omnidirectional lights.

C) alternate red and green lights.

3719. H573

VFR approaches to land at night should be accomplished

A) at a higher airspeed.

B) with a steeper descent.

C) the same as during daytime.

3759. J01

To use VHF/DF facilities for assistance in locating an aircraft's position, the aircraft must have a

A) VHF transmitter and receiver.

B) 4096-code transponder.

C) VOR receiver and DME.

NOTE: CORRECT ANSWER IN IS BOLD ITALICS

3760. J03

A slightly high glide slope indication from a precision approach path indicator is

A) four white lights.

B) three white lights and one red light.

C) two white lights and two red lights.

3761. J03

A below glide slope indication from a tri-color VASI is a

A) red light signal.

B) pink light signal.

C) green light signal.

3762. J03

An above glide slope indication from a tri-color VASI is

A) a white light signal.

B) a green light signal.

C) an amber light signal.

3763. J03

An on glide slope indication from a tri-color VASI is

A) a white light signal.

B) a green light signal.

C) an amber light signal.

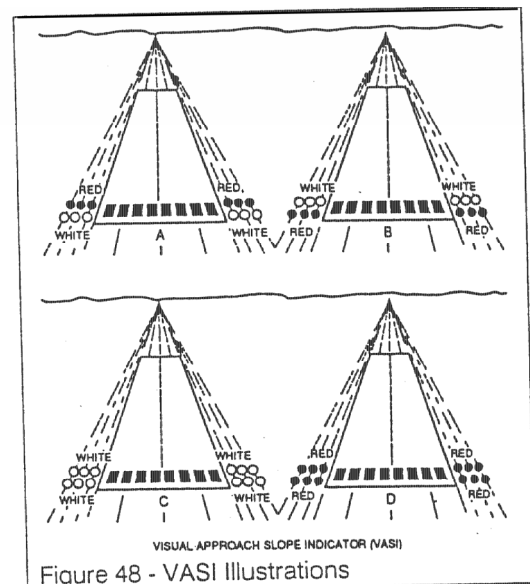
3764. J03

A below glide slope indication from a pulsating approach slope indicator is a

A) pulsating white light.

B) steady white light.

C) pulsating red light.



3765. J03

(Refer to figure 48.) Illustration A indicates that the aircraft is

A) below the glide slope.

B) on the glide slope.

C) above the glide slope.

3766. J03

(Refer to figure 48.) VASI lights as shown by illustration C indicate that the airplane is

- A) off course to the left.
- B) above the glide slope.**
- C) below the glide slope.

3767. J03

(Refer to figure 48.) While on final approach to a runway equipped with a standard 2-bar VASI, the lights appear as shown by illustration D. This means that the aircraft is

- A) above the glide slope.
- B) below the glide slope.**
- C) on the glide slope.

3768. J03 PVT

To set the high intensity runway lights on medium intensity, the pilot should click the microphone seven times, and then click it

- A) one time within four seconds.
- B) three time within three seconds.
- C) five times within five seconds.**

3769. J03

An airport's rotating beacon operated during daylight hours indicates

- A) there are obstructions on the airport.
- B) that weather at the airport located in Class D airspace is below basic VFR weather minimums.**
- C) the Air Traffic Control tower is not in operation.

3770. J03

A lighted heliport may be identified by a

- A) green, yellow, and white rotating beacon.**
- B) flashing yellow light.
- C) blue lighted square landing area.

3771. J03

A military air station can be identified by a rotating beacon that emits

- A) white and green alternating flashes.
- B) two quick, white flashes between green flashes.**
- C) green, yellow, and white flashes.

3772. J03

How can a military airport be identified at night?

- A) Alternate white and green light flashes.
- B) Dual peaked (two quick) white flashes between green flashes.**
- C) White flashing lights with steady green at the same location.

3773. J05

(Refer to figure 49.) That portion of the runway identified by the letter A may be used for

- A) landing.
- B) taxiing and takeoff.**
- C) taxiing and landing.

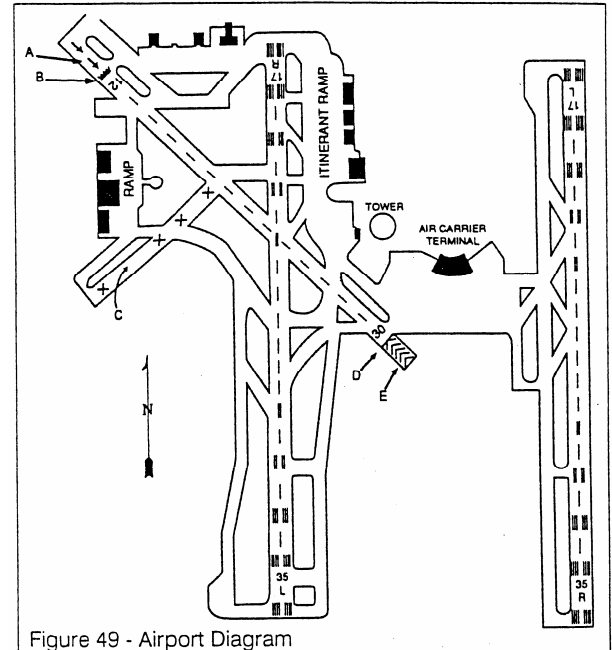


Figure 49 - Airport Diagram

3774. J05

(Refer to figure 49.) According to the airport diagram, which statement is true?

- A) Runway 30 is equipped at position E with emergency arresting gear to provide a means of stopping military aircraft.
- B) Takeoffs may be started at position A on Runway 12, and the landing portion of this runway begins at position B.**
- C) The takeoff and landing portion of Runway 12 begins at position B.

3775. J05

(Refer to figure 49.) What is the difference between area A and area E on the airport depicted?

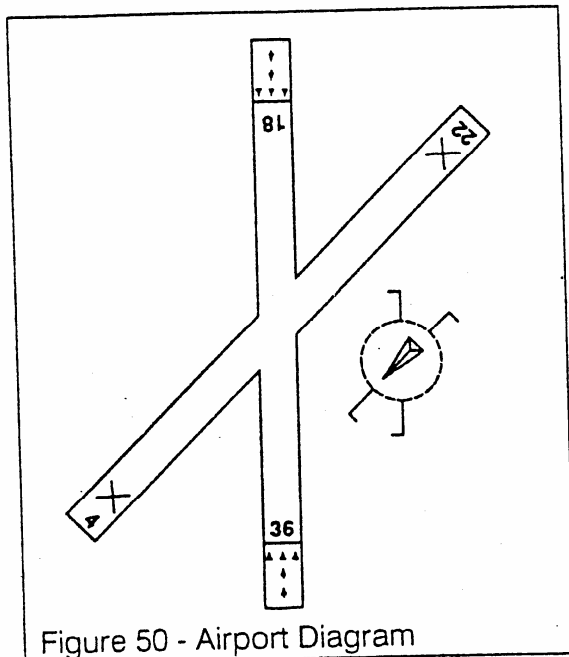
- A) 'A' may be used for taxi and takeoff; 'E' may be used only as an overrun.**
- B) 'A' may be used for all operations except heavy aircraft landings; 'E' may be used only as an overrun.
- C) 'A' may be used only for taxiing; 'E' may be used for all operations except landings.

3776. J05

(Refer to figure 49.) Area C on the airport depicted is classified as a

- A) stabilized area.
- B) multiple heliport.
- C) closed runway.**

NOTE: CORRECT ANSWER IN IS BOLD ITALICS



3777. J05

(Refer to figure 50.) The arrows that appear on the end of the north/south runway indicate that the area

- A) may be used only for taxiing.
- B) is usable for taxiing, takeoff, and landing.
- C) cannot be used for landing, but may be used for taxiing and takeoff.**

3778. J05

The numbers 9 and 27 on a runway indicate that the runway is oriented approximately

- A) 009° and 027° true.
- B) 090° and 270° true.
- C) 090° and 270° magnetic.**

3789. J10

Prior to entering an Airport Advisory Area, a pilot should

- A) monitor ATIS for weather and traffic advisories.
- B) contact approach control for vectors to the traffic pattern.
- C) contact the local FSS for airport and traffic advisories.**

3792. J11

An ATC radar facility issues the following advisory to a pilot flying on a heading of 090°: 'TRAFFIC 3 O'CLOCK, 2 MILES, WESTBOUND...' Where should the pilot look for this traffic?

- A) East.
- B) South.**
- C) West.

3793. J11

An ATC radar facility issues the following advisory to a pilot flying on a heading of 360°: 'TRAFFIC 10 O'CLOCK, 2 MILES, SOUTHBOUND...' Where should the pilot look for this traffic?

- A) Northwest.**
- B) Northeast.
- C) Southwest.

3794. J11

An ATC radar facility issues the following advisory to a pilot during a local flight: 'TRAFFIC 2 O'CLOCK, 5 MILES, NORTHBOUND...' Where should the pilot look for this traffic?

- A) Between directly ahead and 90° to the left.
- B) Between directly behind and 90° to the right.
- C) Between directly ahead and 90° to the right.**

3795. An ATC radar facility issues the following advisory to a pilot flying north in a calm wind:

"TRAFFIC 9 O'CLOCK, 2 MILES, SOUTHBOUND..." Where should the pilot look for this traffic?

- A) South.
- B) North.
- C) West.**

3796. J11

Basic radar service in the terminal radar program is best described as

- A) safety alerts, traffic advisories, and limited vectoring to VFR aircraft.**
- B) mandatory radar service provided by the Automated Radar Terminal System (ARTS) program.
- C) wind-shear warning at participating airports.

3797. J11

From whom should a departing VFR aircraft request radar traffic information during ground operations?

- A) Clearance delivery.
- B) Tower, just before takeoff.
- C) Ground control, on initial contact.**

3798.

Stage III Service in the terminal radar program provides

- A) IFR separation (1,000 feet vertical and 3 miles lateral) between all aircraft.
- B) warning to pilots when their aircraft are in unsafe proximity to terrain, obstructions, or other aircraft.
- C) sequencing and separation for participating VFR aircraft**

NOTE: CORRECT ANSWER IN IS BOLD ITALICS

3800. J11

When making routine transponder code changes, pilots should avoid inadvertent selection of which codes?

- A) 0700, 1700, 7000.
- B) 1200, 1500, 7000.
- C) 7500, 7600, 7700.**

3801. J11

When operating under VFR below 18,000 feet MSL, unless otherwise authorized, what transponder code should be selected?

- A) 1200.**
- B) 7600.
- C) 7700.

3803. J11

If Air Traffic Control advises that radar service is terminated when the pilot is departing Class C airspace, the transponder should be set to code

- A) 0000.
- B) 1200.**
- C) 4096.

3804. J12

If the aircraft's radio fails, what is the recommended procedure when landing at a controlled airport?

- A) Observe the traffic flow, enter the pattern, and look for a light signal from the tower.**
- B) Enter a crosswind leg and rock the wings.
- C) Flash the landing lights and cycle the landing gear while circling the airport.

3805. J13

(Refer to figure 50.) Select the proper traffic pattern and runway for landing.

- A) Left-hand traffic and Runway 18.
- B) Right-hand traffic and Runway 18.**
- C) Left-hand traffic and Runway 22.

3806. J13

(Refer to figure 50.) If the wind is as shown by the landing direction indicator, the pilot should land on

- A) Runway 18 and expect a crosswind from the right.**
- B) Runway 22 directly into the wind.
- C) Runway 36 and expect a crosswind from the right.

3807. J13

(Refer to figure 51.) The segmented circle indicates that the airport traffic is

- A) left-hand for Runway 36 and right-hand for Runway 18.**
- B) left-hand for Runway 18 and right-hand for Runway 36.
- C) right-hand for Runway 9 and left-hand for Runway 27.

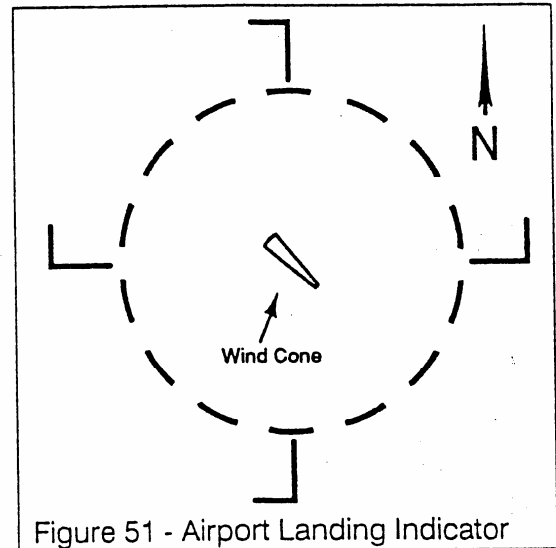


Figure 51 - Airport Landing Indicator

3808.

(Refer to figure 51.) The traffic patterns indicated in the segmented circle have been arranged to avoid flights over an area to the

- A) south of the airport
- B) north of the airport.
- C) southeast of the airport.**

3809. J13

(Refer to figure 51.) The segmented circle indicates that a landing on Runway 26 will be with a

- A) right-quartering headwind.**
- B) left-quartering headwind.
- C) right-quartering tailwind.

3810. J13

(Refer to figure 51.) Which runway and traffic pattern should be used as indicated by the wind cone in the segmented circle?

- A) Right-hand traffic on Runway 9.
- B) Right-hand traffic on Runway 18.
- C) Left-hand traffic on Runway 36.**

3814. J14

What procedure is recommended when climbing or descending VFR on an airway?

- A) Execute gentle banks, left and right for continuous visual scanning of the airspace.**
- B) Advise the nearest FSS of the altitude changes.
- C) Fly away from the centerline of the airway before changing altitude.

3815. J15

(Refer to figure 52.) If more than one cruising altitude is intended, which should be entered in block 7 of the flight plan?

- A) Initial cruising altitude.**
- B) Highest cruising altitude.
- C) Lowest cruising altitude.

Form Approved: OMB No. 2120-0026

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) ☐ PILOT BRIEFING ☐ VNR		TIME STARTED		SPECIALIST INITIALS	
FLIGHT PLAN		☐ STOPOVER					
1 TYPE	2 AIRCRAFT IDENTIFICATION	3 AIRCRAFT TYPE/SPECIAL EQUIPMENT	4 TRUE AIRSPEED KTS	5 DEPARTURE POINT	6 DEPARTURE TIME PROPOSED (Z) ACTUAL (Z)		7 CRUISING ALTITUDE
☐ VFR ☐ IFR ☐ DVFR							
8 ROUTE OF FLIGHT							
9 DESTINATION (Name of airport and city)			10 EST. TIME ENROUTE HOURS MINUTES		11 REMARKS		
12 FUEL ON BOARD HOURS MINUTES		13 ALTERNATE AIRPORT(S)		14 PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE			15 NUMBER ABOARD
				17 DESTINATION CONTACT/TELEPHONE (OPTIONAL)			
16 COLOR OF AIRCRAFT		CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.					

FAA Form 7233-1 (8-82) CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

Figure 52 - Flight Plan Form

3816. J15

(Refer to figure 52.) What information should be entered in block 9 for a VFR day flight?

A) The name of the airport of first intended landing.
B) The name of destination airport if no stopover for more than 1 hour is anticipated.
 C) The name of the airport where the aircraft is based.

3817. J15

(Refer to figure 52.) What information should be entered in block 12 for a VFR day flight?

A) The estimated time en route plus 30 minutes.
 B) The estimated time en route plus 45 minutes.
C) The amount of usable fuel on board expressed in time.

3818. J15

How should a VFR flight plan be closed at the completion of the flight at a controlled airport?

A) The tower will automatically close the flight plan when the aircraft turns off the runway.
B) The pilot must close the flight plan with the nearest FSS or other FAA facility upon landing.
 C) The tower will relay the instructions to the nearest FSS when the aircraft contacts the tower for landing.

3824. H972

Wingtip vortices are created only when an aircraft is

A) operating at high airspeeds.
 B) heavily loaded.
C) developing lift.

3825. H972

The greatest vortex strength occurs when the generating aircraft is

A) light, dirty, and fast.
 B) heavy, dirty, and fast.
C) heavy, clean, and slow.

3826. H972

Wingtip vortices created by large aircraft tend to

A) sink below the aircraft generating turbulence.
 B) rise into the traffic pattern.
 C) rise into the takeoff or landing path of a crossing runway.

3827. H972

When taking off or landing at an airport where heavy aircraft are operating, one should be particularly alert to the hazards of wingtip vortices because this turbulence tends to

A) rise from a crossing runway into the takeoff or landing path.
 B) rise into the traffic pattern area surrounding the airport.
C) sink into the flightpath of aircraft operating below the aircraft generating the turbulence.

3828. H972

The wind condition that requires maximum caution when avoiding wake turbulence on landing is a

A) light, quartering headwind.
B) light, quartering tailwind.
 C) strong headwind.

NOTE: CORRECT ANSWER IN IS BOLD ITALICS

3829. H972

When landing behind a large aircraft, the pilot should avoid wake turbulence by staying
A) above the large aircraft's final approach path and landing beyond the large aircraft's touchdown point.

B) below the large aircraft's final approach path and landing before the large aircraft's touchdown point.

C) above the large aircraft's final approach path and landing before the large aircraft's touchdown point.

3830. H972

When departing behind a heavy aircraft, the pilot should avoid wake turbulence by maneuvering the aircraft

A) below and downwind from the heavy aircraft.

B) above and upwind from the heavy aircraft.

C) below and upwind from the heavy aircraft.

3832. H994

Large accumulations of carbon monoxide in the human body result in

A) tightness across the forehead.

B) loss of muscular power.

C) an increased sense of well-being.

3833. J31

What effect does haze have on the ability to see traffic or terrain features during flight?

A) Haze causes the eyes to focus at infinity.

B) The eyes tend to overwork in haze and do not detect relative movement easily.

C) All traffic or terrain features appear to be farther away than their actual distance.

3834. J31

The most effective method of scanning for other aircraft for collision avoidance during daylight hours is to use

A) regularly spaced concentration on the 3-, 9-, and 12-o'clock positions.

B) a series of short, regularly spaced eye movements to search each 10-degree sector.

C) peripheral vision by scanning small sectors and utilizing offcenter viewing.

3835. J31

Which technique should a pilot use to scan for traffic to the right and left during straight-and-level flight?

A) Systematically focus on different segments of the sky for short intervals.

B) Concentrate on relative movement detected in the peripheral vision area.

C) Continuous sweeping of the windshield from right to left.

3836. J31

How can you determine if another aircraft is on a collision course with your aircraft?

A) The other aircraft will always appear to get larger and closer at a rapid rate.

B) The nose of each aircraft is pointed at the same point in space.

C) There will be no apparent relative motion between your aircraft and the other aircraft.

3838. J34

(Refer to figure 53.) When approaching Lincoln Municipal from the west at noon for the purpose of landing, initial communications should be with

A) Lincoln Approach Control on 124.0 MHz.

B) Minneapolis Center on 128.75 MHz.

C) Lincoln Tower on 118.5 MHz.

3839. J34

(Refer to figure 53.) Which type radar service is provided to VFR aircraft at Lincoln Municipal?

A) Sequencing to the primary Class C airport and standard separation.

B) Sequencing to the primary Class C airport and conflict resolution so that radar targets do not touch, or 1,000 feet vertical separation.

C) Sequencing to the primary Class C airport, traffic advisories, conflict resolution, and safety alerts.

3840. J34

(Refer to figure 53.) What is the recommended communications procedure for landing at Lincoln Municipal during the hours when the tower is not in operation?

A) Monitor airport traffic and announce your position and intentions on 118.5 MHz.

B) Contact UNICOM on 122.95 MHz for traffic advisories.

C) Monitor ATIS for airport conditions, then announce your position on 122.95 MHz.

3841. J34

(Refer to figure 53.) Where is Loup City Municipal located with relation to the city?

A) Northeast approximately 3 miles.

B) Northwest approximately 1 mile.

C) East approximately 10 miles.

3842. J34

(Refer to figure 53.) Traffic patterns in effect at Lincoln Municipal are

A) to the right on Runway 17L and Runway 35L; to the left on Runway 17R and Runway 35R.

B) to the left on Runway 17L and Runway 35L; to the right on Runway 17R and Runway 35R.

C) to the right on Runways 14 - 32.

NOTE: CORRECT ANSWER IN IS BOLD ITALICS



3843. J34

The letters VHF/DF appearing in the Airport/Facility Directory for a certain airport indicate that

- A) this airport is designated as an airport of entry.
- B) the Flight Service Station has equipment with which to determine your direction from the station.**
- C) this airport has a direct-line phone to the Flight Service Station.

3844. J31

Which statement best defines hypoxia?

- A) A state of oxygen deficiency in the body.**
- B) An abnormal increase in the volume of air breathed.
- C) A condition of gas bubble formation around the joints or muscles.

3845. J31

Rapid or extra deep breathing while using oxygen can cause a condition known as

- A) hyperventilation.**
- B) aerosinusitis.
- C) aerotitis.

3846. J31

Which would most likely result in hyperventilation?

- A) Emotional tension, anxiety, or fear.**
- B) The excessive consumption of alcohol.
- C) An extremely slow rate of breathing and insufficient oxygen.

3847. J31

A pilot should be able to overcome the symptoms or avoid future occurrences of hyperventilation by

- A) closely monitoring the flight instruments to control the airplane.
- B) slowing the breathing rate, breathing into a bag, or talking aloud.**
- C) increasing the breathing rate in order to increase lung ventilation.

3848. H994

Susceptibility to carbon monoxide poisoning increases as

- A) altitude increases.**
- B) altitude decreases.
- C) air pressure increases.

3849. J31

What preparation should a pilot make to adapt the eyes for night flying?

- A) Wear sunglasses after sunset until ready for flight.
- B) Avoid red lights at least 30 minutes before the flight.
- C) Avoid bright white lights at least 30 minutes before the flight.**

NOTE: CORRECT ANSWER IN IS BOLD ITALICS

3850. J31

The danger of spatial disorientation during flight in poor visual conditions may be reduced by

- A) shifting the eyes quickly between the exterior visual field and the instrument panel.
- B) having faith in the instruments rather than taking a chance on the sensory organs.**
- C) leaning the body in the opposite direction of the motion of the aircraft.

3851. J31

A state of temporary confusion resulting from misleading information being sent to the brain by various sensory organs is defined as

- A) spatial disorientation.**
- B) hyperventilation.
- C) hypoxia.

3852. H994

Pilots are more subject to spatial disorientation if A) they ignore the sensations of muscles and inner ear.

- B) body signals are used to interpret flight attitude.**
- C) eyes are moved often in the process of cross-checking the flight instruments.

3853. J31

If a pilot experiences spatial disorientation during flight in a restricted visibility condition, the best way to overcome the effect is to

- A) rely upon the aircraft instrument indications.**
- B) concentrate on yaw, pitch, and roll sensations.
- C) consciously slow the breathing rate until symptoms clear and then resume normal breathing rate.

2005.808 J15 PVT **NEW QUESTION**

(Refer to figure 52.) What information should be entered into block 9 for a VFR day flight?

- A) The destination airport identifier code and name of the FBO where the airplane will be parked.
- B) The destination airport identifier code and city name.**
- C) The destination city and state.

2005.809 J15 PVT **NEW QUESTION**

(Refer to figure 52.) What information should be entered in block 12 for a VFR day flight?

- A) The actual time enroute expressed in hours and minutes.
- B) The estimated time in enroute expressed in hours and minutes.
- C) The total amount of usable fuel onboard expressed in hours and minutes.**

2005.810. J15 PVT **NEW QUESTION**

(Refer to figure 52.) What information should be entered in block 7 for a VFR day flight?

- A) The altitude assigned by the FSS.
- B) The initial altitude assigned by ATC.
- C) The appropriate VFR cruising altitude.**