HQ AFSVA/SVPAR

Annual Instrument

REEXAMINATION

1 August 2002

(Incorporates change 1, dated 17 Dec 02)

(Required passing score: 80%)

Please do not mark on booklet

Annual Instrument Reexamination Questions (50)

(Chg 1, 17 Dec 02)(Question 1 references FAA-H-8083-15 (IFH-new))

1. (Refer to figures 22 and 24.) For planning purposes, what would be the highest MEA on V187 between Grand Junction, Walker Airport and Durango, La Plata Co. Airport?

A. 12,000 feet
B. 16,000 feet
C. 15,000 feet

(Chg 1, 17 Dec 02)(Question 2 references AC 61-23 (PHAK))

2. Determine the time to be entered in block 10 of the flight plan. *(Refer to the FD excerpt below, and use the wind entry closest to the flight planned altitude.)*

Route of flight	Figures 69, 70, and 71
Flight log and MAG VAR	Figure 70
JUDDS TWO ARRIVAL and Excerpt from AFD	Figure 72

FT	3000	6000	9000
BDL	3320	3425+05	3430+00

A. 58 minutes
B. 1 hour 14 minutes
C. 50 minutes

(Chg 1, 17 Dec 02)(Question 3 references AC 61-27C (IFH-old))

3. During normal coordinated turns, what error due to precession should you observe when rolling out to straight and level flight from a 180° steep turn to the right?

A. A straight and level coordinated flight indication
B. The miniature aircraft would show a slight turn indication to the left
C. The miniature aircraft would show a slight descent and wings level attitude

(Chg 1, 17 Dec 02)(Questions 4 - 5 reference FAA-H-8083-15)

4. Which is the correct sequence for recovery from a spiraling, nose low, increasing airspeed, unusual flight attitude?

A. Reduce power, raise the nose to level attitude, and correct the bank attitude
B. Reduce power, correct the bank attitude, and raise the nose to a level attitude
C. Increase pitch attitude, reduce power, and level wings

5. When making an instrument approach at the selected alternate airport, what landing minimums apply?

A. The landing minimums published for the type of procedure selected
B. Standard alternate minimums (600-2 or 800 2)
C. The IFR alternate minimums listed for that airport

(Chg 1, 17 Dec 02)(Question 6 references AC 61-27C)

6. If, while in level flight, it becomes necessary to use an alternate source of static pressure vented inside the airplane, which of the following should the pilot expect?

A. The vertical speed to momentarily show a climb
B. The altimeter to read lower than normal
C. The vertical speed to momentarily show a descent

(Chg 1, 17 Dec 02)(Questions 7 - 10 reference FAA-H-8083-15)

7. When holding at an NDB, at what point should the timing begin for the second leg outbound?

A. When abeam the holding fix
B. When the wings are level and the wind drift correction angle is established after completing the turn to the outbound heading
C. When the wings are level after completing the turn to the outbound heading, or abeam the fix, whichever occurs first

8. What should be the indication on the magnetic compass as you roll into a standard rate turn to the left from a west heading in the Northern Hemisphere?

A. The compass will indicate the approximate correct magnetic heading if the roll into the turn is smooth
B. The compass will initially indicate a turn to the right
C. The compass will remain on west for a short time, then gradually catch up to the magnetic heading of the aircraft

9. (Refer to figure 89.) What VHF frequencies are available for communications with Cedar City FSS?

A. 122.2, 121.5, 122.0, and 123.6
B. 123.6, 121.5, 108.6, and 112.8
C. 122.2, 121.5, 122.6, and 112.1

10. (Refer to figure 73.) What is the minimum altitude at which you should intercept the glide slope on the ILS RWY 6 approach procedure?

A. 1,690 feet MSL
B. 1,800 feet MSL
C. 3,000 feet MSL

(Questions 11 - 27 reference AIM)

11. When ATC has not imposed any climb or descent restrictions and aircraft are within 1,000 feet of assigned altitude, pilots should attempt to both climb and descend at a rate of between

A. 500 feet per minute and 1,000 feet per minute
B. 1000 feet per minute and 2,000 feet per minute
C. 500 feet per minute and 1,500 feet per minute

12. What effect would a light crosswind of approximately 7 knots have on vortex behavior?

A. The downwind vortex would tend to remain over the runway
B. The upwind vortex would tend to remain over the runway
C. The light crosswind would rapidly dissipate vortex strength

13. What does declaring "minimum fuel" to ATC imply?

A. Merely an advisory that indicates an emergency situation is possible should any undue delay occur
B. Emergency handling is required to the nearest useable airport
C. Traffic priority is needed to the destination airport

14. (Refer to figure 64.) The course deviation indicator (CDI) are centered. Which indications on the No. 1 and No. 2 VOR receivers over the Lafayette Regional Airport would meet the requirements for the VOR receiver check?

VOR No. 1	TO/FROM	VOR No. 2	TO/FROM

A. 160° FROM 162° FROM
B. 341° FROM 330° FROM
C. 162° TO 346° FROM

15. What is the purpose of FDC NOTAMs?

A. To issue notices for all airports and navigation facilities in the shortest possible time
B. To provide the latest information on the status of navigation facilities to all FSS facilities for scheduled broadcasts
C. To advise of changes in flight data which affect instrument approach procedure (IAP), aeronautical charts, and flight restrictions prior to normal publication

16. Which is true regarding the use of an instrument departure procedure chart?

A. The use of instrument departure procedures is mandatory
B. To use an instrument departure procedure, the pilot must possess at least the textual description of the approved standard departure
C. To use an instrument departure procedure, the pilot must possess both the textual and graphic form of the approved procedure

17. Where can the VOT frequency for a particular airport be found?

A. In the Airport/Facility Directory and on the A/G Voice Communication Panel of the En Route Low Altitude Chart
B. Only in the Airport/Facility Directory
C. On the IAP Chart and in the Airport/Facility Directory

18. Which clearance items are always given in an abbreviated IFR departure clearance? (Assume radar environment.)

A. Altitude, destination airport, and one or more fixes which identify the initial route of flight
B. Clearance limit, DP Name, Number, and/or Transition, if appropriate
C. Destination airport, altitude, DP Name, Number, and/or Transition, if appropriate

19. A pilot is more subject to spatial disorientation if

A. body signals are used to interpret flight attitude
B. kinesthetic senses are ignored
C. eyes are moved often in the process of cross checking the flight instruments

20. What does the symbol T within a black triangle in the minimums section of the IAP for a particular airport indicate?

A. Takeoff minimums are not standard and/or departure procedures are published
B. Takeoff minimums are 1 mile for aircraft having two engines or less and 1/2 mile for those with more than two engines
C. Instrument takeoffs are not authorized

21. When is a pilot on an IFR flight plan responsible for avoiding other aircraft?

A. When weather conditions permit, regardless of whether operating under IFR or VFR
B. Only when advised by ATC
C. At all times when not in radar contact with ATC

22. During an IFR flight in IMC, a distress condition is encountered, (fire, mechanical, or structural failure). The pilot should

A. contact ATC and advise that an urgency condition exists and request priority consideration
B. not hesitate to declare an emergency and obtain an amended clearance
C. wait until the situation is immediately perilous before declaring an emergency

23. (Refer to figure 93.) What is the maximum altitude that Class G airspace will exist? (Does not include airspace less than 1,500 feet AGL.)

A. 14,500 feet MSL
B. 14,000 feet MSL
C. 18,000 feet MSL

24. For which speed variation should you notify ATC?

A. Any time the groundspeed changes 10 MPH
B. When the average true airspeed changes 5 percent or 10 knots, whichever is greater
C. When the groundspeed changes more than 5 knots

25. When is radar service terminated during a visual approach?

A. Automatically when ATC instructs the pilot to contact the tower
B. Immediately upon acceptance of the approach by the pilot
C. When ATC advises "Radar Services Terminated, Resume Own Navigation."

26. What is the meaning of a single coded identification received only once approximately every 30 seconds from a VORTAC?

A. The DME component is operative and the VOR component is inoperative
B. The VOR and DME components are operative
C. VOR and DME components are both operative, but voice identification is out of service

27. Due to visual illusion, when landing on a narrower than usual runway, the aircraft will appear to be

A. higher than actual, leading to a lower than normal approach
B. lower than actual, leading to a higher than normal approach
C. higher than actual, leading to a higher than normal approach

(Questions 28 – 29 reference AC 00-6 (AW))

28. Which weather phenomenon signals the beginning of the mature stage of a thunderstorm?

A. The start of rain at the surface
B. Strong turbulence in the cloud
C. Growth rate of cloud is maximum

29. If you fly into severe turbulence, which flight condition should you attempt to maintain?

A. Constant altitude and constant airspeed
B. Level flight attitude
C. Constant airspeed (VA)

(Questions 30 – 32 reference AC 00-45 (AWS))

30. When the visibility is greater than 6 SM on a TAF it is expressed as

A. 6SMP
B. P6SM
C. 6PSM

31. (Refer to figure 12.) What is the approximate wind direction and velocity at 34,000 feet (see arrow C)?

A. 330°/50 knots
B. 090°/48 knots
C. 290°/50 knots

32. (Refer to figure 7.) What weather conditions are depicted within the area indicated by arrow D?

A. Forecast isolated thunderstorms, tops at FL 440, more than 1/8 coverage
B. Forecast isolated embedded cumulonimbus clouds with tops at 43,000 feet MSL, and less than 1/8 coverage
C. Existing isolated cumulonimbus clouds, tops above 43,000 feet with less than 1/8 coverage

(Questions 33 – 39 reference 14 CFR Part 91)

33. In the 48 contiguous states, excluding the airspace at or below 2,500 feet AGL, an operable coded transponder equipped with Mode C capability is required in all controlled airspace at and above

A. 10,000 feet MSL
B. Flight level (FL) 180

C. 12,500 feet MSL

34. Where may you use a surveillance approach?

A. At any airport which has radar service
B. At any airport that has an approach control
C. At airports for which civil radar instrument approach minimums have been published

35. Before beginning any flight under IFR, the pilot in command must become familiar with all available information concerning that flight. In addition, the pilot must

A. list an alternate airport on the flight plan and confirm adequate takeoff and landing performance at the destination airport
B. list an alternate airport on the flight plan and become familiar with the instrument approaches to that airport
C. be familiar with the runway lengths at airports of intended use, and the alternatives available if the flight cannot be completed

36. When must an operational check on the aircraft VOR equipment be accomplished to operate under IFR?

A. Within the preceding 30 days
B. Within the preceding 10 days or 10 hours of flight time
C. Within the preceding 30 days or 30 hours of flight time

37. What action should the pilot take if the marker beacon receiver becomes inoperative during the S ILS 9 approach at Riverside Municipal?

A. Substitute SWAN LAKE INT. for the OM and use published minimums
B. Raise the DH 100 feet (50 feet for the OM and 50 feet for the MM)
C. Substitute SWAN LAKE INT. for the OM and surveillance radar for the MM

38. What is the oxygen requirement for an unpressurized aircraft at 15,000 feet?

A. Crew must use oxygen for the entire time above 14,000 feet and passengers must be provided supplemental oxygen only above 15,000 feet
B. All occupants must use oxygen for the entire time at this altitude
C. Crew must start using oxygen at 12,000 feet and passengers at 15,000 feet

39. What are the minimum weather conditions that must be forecast to list an airport as an alternate when the airport has no approved IAP?

A. The ceiling and visibility from 2 hours before until 2 hours after ETA, 2,000 feet and 3 miles, respectively
B. The ceiling and visibility at ETA must allow descent from MEA, approach, and landing, under basic VFR

C. The ceiling and visibility at ETA, 2,000 feet and 3 miles, respectively

(Questions 40 – 41 reference 14 CFR Part 61)

40. What portion of dual instruction time may a certificated instrument flight instructor log as instrument flight time?

A. All time during which the instructor acts as instrument instructor, regardless of weather conditions
B. Only the time during which the instructor flies the aircraft by reference to instruments
C. All time during which the instructor acts as instrument instructor in actual instrument weather conditions

41. If a pilot enters the condition of flight in the pilot logbook as simulated instrument conditions, what qualifying information must also be entered?

A. Location and type of each instrument approach completed and name of safety pilot
B. Number and type of instrument approaches completed and route of flight
C. Name and pilot certificate number of safety pilot and type of approaches completed

(Questions 42 - 48 reference AIM)

42. Assume this clearance is received:

"CLEARED FOR ILS RUNWAY 07 LEFT APPROACH, SIDE STEP TO RUNWAY 07 RIGHT."

When would the pilot be expected to commence the side step maneuver?

A. After reaching the circling minimums for Runway 07 right
B. Any time after becoming aligned with the final approach course of Runway 07 left, and after passing the final approach fix
C. As soon as possible after the runway environment is in sight

43. Which type of runway lighting consists of a pair of synchronized flashing lights, one on each side of the runway threshold?

A. HIRL
B. RAIL
C. REIL

44. What are the vertical limits of a transition area that is designated in conjunction with an airport having a prescribed IAP?

A. 700 feet AGL or more to the base of the overlying controlled airspace
B. Surface to 700 feet AGL
C. 1,200 feet AGL to the base of the overlying controlled airspace

45. What timing procedure should be used when performing a holding pattern at a VOR?

A. Adjustments in timing of each pattern should be made on the inbound leg
B. Timing for the inbound leg begins when initiating the turn inbound
C. Timing for the outbound leg begins over or abeam the VOR, whichever occurs later

46. After being handed off to the final approach controller during a "no gyro" surveillance or precision approach, the pilot should make all turns

A. standard rate
B. one half standard rate
C. based upon the groundspeed of the aircraft

47. What is the significance of an ATC clearance which reads "... CRUISE SIX THOUSAND ..."?

A. The pilot must maintain 6,000 feet until reaching the IAF serving the destination airport, then execute the published approach procedure
B. The pilot may utilize any altitude from the MEA/MOCA to 6,000 feet, but each change in altitude must be reported to ATC
C. Climbs may be made to, or descents made from, 6,000 feet at the pilot's discretion

48. What are the main differences between a visual approach and a contact approach?

A. The pilot must request a contact approach; the pilot may be assigned a visual approach and higher weather minimums must exist
B. The pilot must request a visual approach and report having the field in sight; ATC may assign a contact approach if VFR conditions exist
C. Any time the pilot reports the field in sight, ATC may clear the pilot for a contact approach; for a visual approach, the pilot must advise that the approach can be made under VFR conditions

(Question 49 references 14 CFR Part 91)

49. Which procedure should you follow if you experience two way communications failure while holding at a holding fix with an EFC time? (The holding fix is not the same as the approach fix.)

A. Proceed immediately to the approach fix and hold until EFC
B. Depart the holding fix to arrive at the approach fix as close as possible to the EFC time
C. Depart the holding fix at the EFC time

(Question 50 references AFMAN 34-232)

50. You plan to rent an aero club aircraft for the day to accomplish an IFR cross-country flight. Based on the weather, an alternate airport is required. According to your fuel calculations, you will have 45 minutes of fuel remaining upon reaching your alternate airport. Do you have legal fuel reserves for this flight?

A. No, the requirement is a 1-hour fuel reserve based on normal cruise consumption
B. Yes, the requirement is a 45-minute fuel reserve based on normal cruise consumption
C. Yes, I can update my fuel status in-flight and divert to another airport, if required

Annual Instrument Reexamination Figures

FLIGHT LOG

GRAND JUNCTION (GJT) TO DURANGO (DRO)

CHECK POINTS FROM	CHECK POINTS TO	ROUTE / ALTITUDE	COURSE	WIND / TEMP	SPEED-KTS TAS	SPEED-KTS GS	DIST NM	TIME LEG	TIME TOT	FUEL LEG	FUEL TOT
GJT	JNC	JNC9JNC CLIMB		230 08				X			
	HERRM	V187 15,000	151°		175			:24:0			
	MANCA	V187	151°								
APPROACH & LANDING		V211 DESCENT	092°					:18:30			
	DRO										

OTHER DATA:
NOTE: TAKEOFF RUNWAY 29.
MAG VAR, 14° E.

FLIGHT SUMMARY

TIME	FUEL (LB)	
		EN ROUTE
		RESERVE
		MISSED APPR.
		TOTAL

Figure 22.

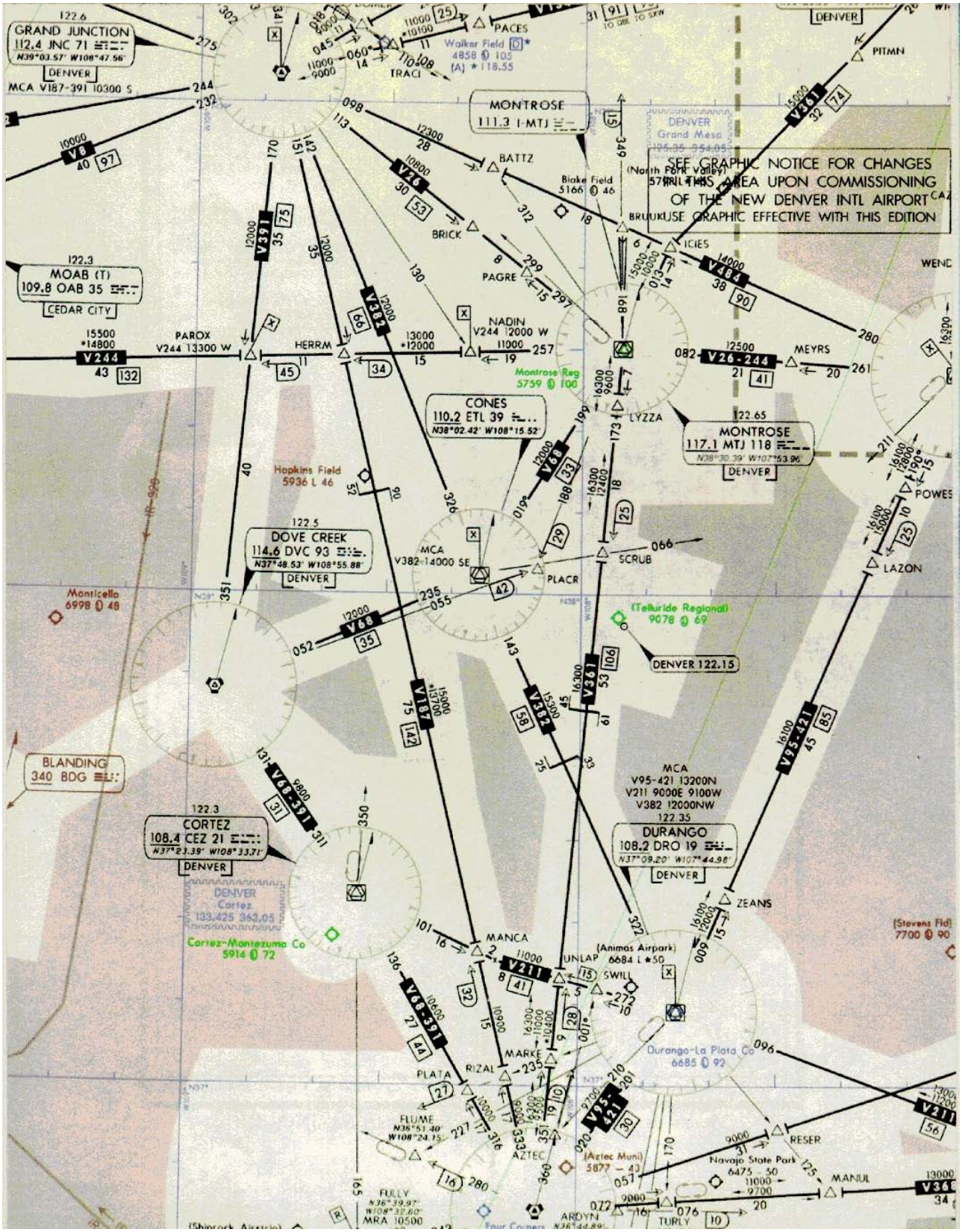

GRAND JUNCTION
112.4 JNC 71
DENVER
MCA V187-391 10300 S
MONTROSE
111.3 I-MTJ
SEE GRAPHIC NOTICE FOR CHANGES
THIS AREA UPON COMMISSIONING
OF THE NEW DENVER INTL AIRPORT
USE GRAPHIC EFFECTIVE WITH THIS EDITION
MOAB (T)
109.8 OAB 35
CEDAR CITY
CONES
110.2 ETL 39
MONTROSE
117.1 MTJ 118
DENVER
DOVE CREEK
114.6 DVC 93
DENVER
CORTEZ
108.4 CEZ 21
DENVER
DURANGO
108.2 DRO 19
DENVER
BLANDING
340 BDG
PAROX
HERRM
NADIN
BATTZ
BRICK
PAGRE
ICIES
MEYRS
LYZZA
SCRUB
PLACR
LAZON
POWES
MANCA
UNLAP
SWILL
ZEANS
MARKE
RIZAL
PLATA
FLUME
AZTEC
FULLY
ARDYN
TURLY
RESER
MANUL
Montrose Reg
5759 100
Hopkins Field
5936 L 46
Monticello
6998 48
(Telluride Regional)
9078 69
DENVER 122.15
Cortez-Montezuma Co
5914 72
(Animas Airpark)
6684 L *50
Durango-La Plata Co
6685 92
(Aztec Muni)
5877 – 43
Navajo State Park
6475 – 50
(Stevens Fld)
7700 90
MCA
V382 14000 SE
MCA
V95-421 13200N
V211 9000E 9100W
V382 12000NW

Figure 24

Form Approved: OMB No. 2120-0034

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FLIGHT PLAN

(FAA USE ONLY) ☐ PILOT BRIEFING ☐ VNR ☐ STOPOVER | TIME STARTED | SPECIALIST INITIALS

1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/ SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
					PROPOSED (Z)	ACTUAL (Z)	
☐ VFR X IFR ☐ DVFR	N2142S	C172/	128 KTS	GREENWOOD LAKE 4N1			5000

8. ROUTE OF FLIGHT
DIRECT SHAFF INT., V213 HELON INT., V58 JUDDS INT., JUDDS2

9. DESTINATION (Name of airport and city)	10. EST. TIME ENROUTE HOURS	MINUTES	11. REMARKS
BRADLEY INTL. BDL			INSTRUMENT TRAINING FLIGHT

12. FUEL ON BOARD HOURS	MINUTES	13. ALTERNATE AIRPORT(S)	14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE	15. NUMBER ABOARD
		N/A	17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)	2

16. COLOR OF AIRCRAFT
BROWN/TAN/WHITE

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

AIRCRAFT INFORMATION

MAKE Cessna MODEL 172

N 2142S Vso 33

AIRCRAFT EQUIPMENT/STATUS**

**NOTE: X= OPERATIVE INOP= INOPERATIVE N/A= NOT APPLICABLE
TRANSPONDER: X (MODE C) X ILS: (LOCALIZER) X (GLIDE SLOPE) X
VOR NO. 1 X (NO. 2) X ADF: X RNAV: N/A
VERTICAL PATH COMPUTER: N/A DME: X
MARKER BEACON: X (AUDIO) INOP (VISUAL) X

Figure 69

FLIGHT LOG

GREENWOOD LAKE (4N1) TO BRADLEY INTL. (BDL)

CHECK POINTS		ROUTE		WIND	SPEED-KTS		DIST	TIME		FUEL	
FROM	TO	ALTITUDE	COURSE	TEMP	TAS	GS	NM	LEG	TOT	LEG	TOT
4N1	SHAFF	DIRECT CLIMB	350°					:08:0			
	HELON	V213 5000	029°		128						
	IGN	V58 5000	102°								
		JUDDS2	112°								
	JUDDS	JUDDS2	100°								
	BRISS	JUDDS2	057°								
APPROACH & LANDING								:12:0			
	BDL INTL										

OTHER DATA:
NOTE: MAG. VAR. 14° W.

FLIGHT SUMMARY

TIME	FUEL (LB)	
		EN ROUTE
		RESERVE
		MISSED APPR.
		TOTAL

Figure 70

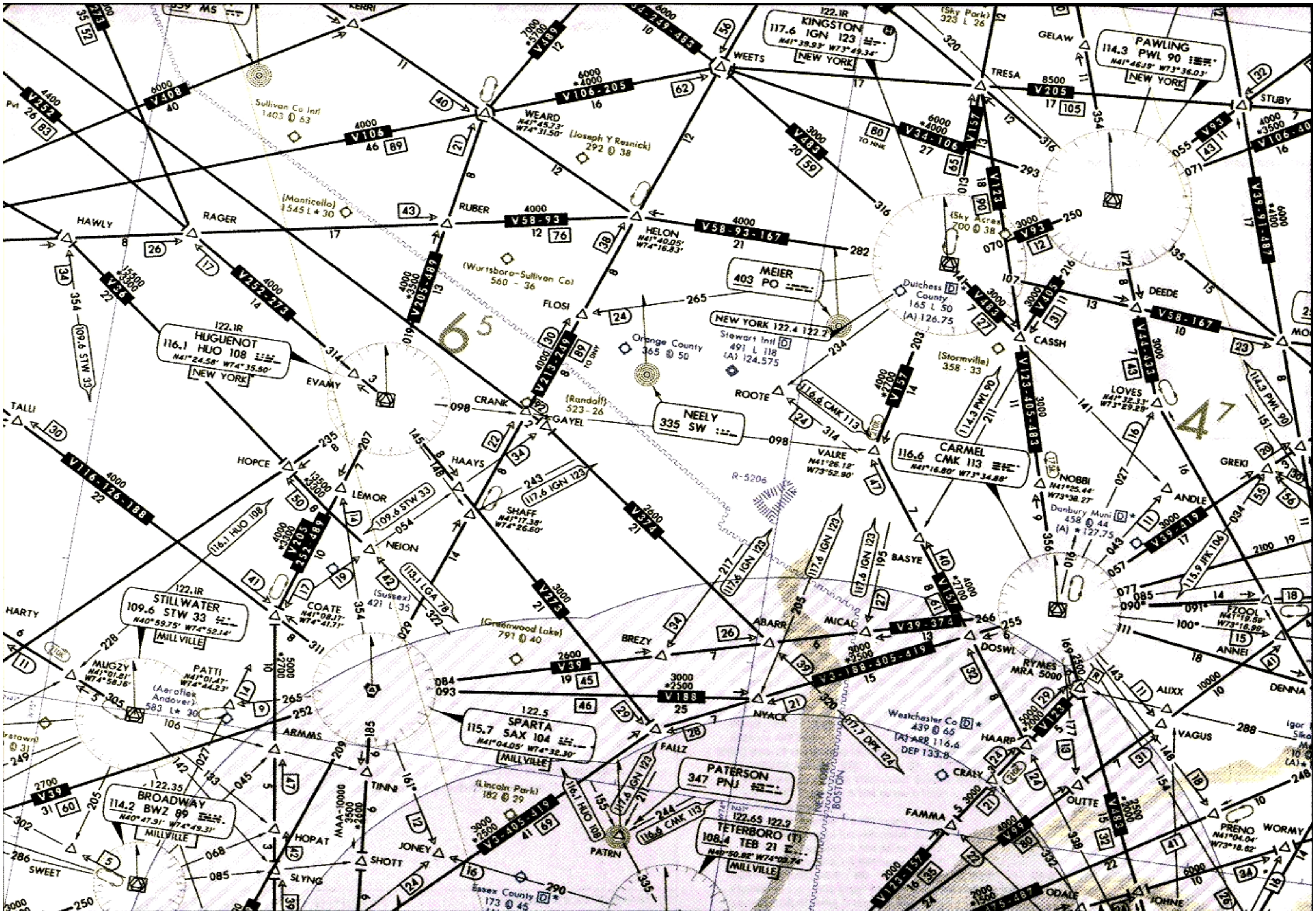
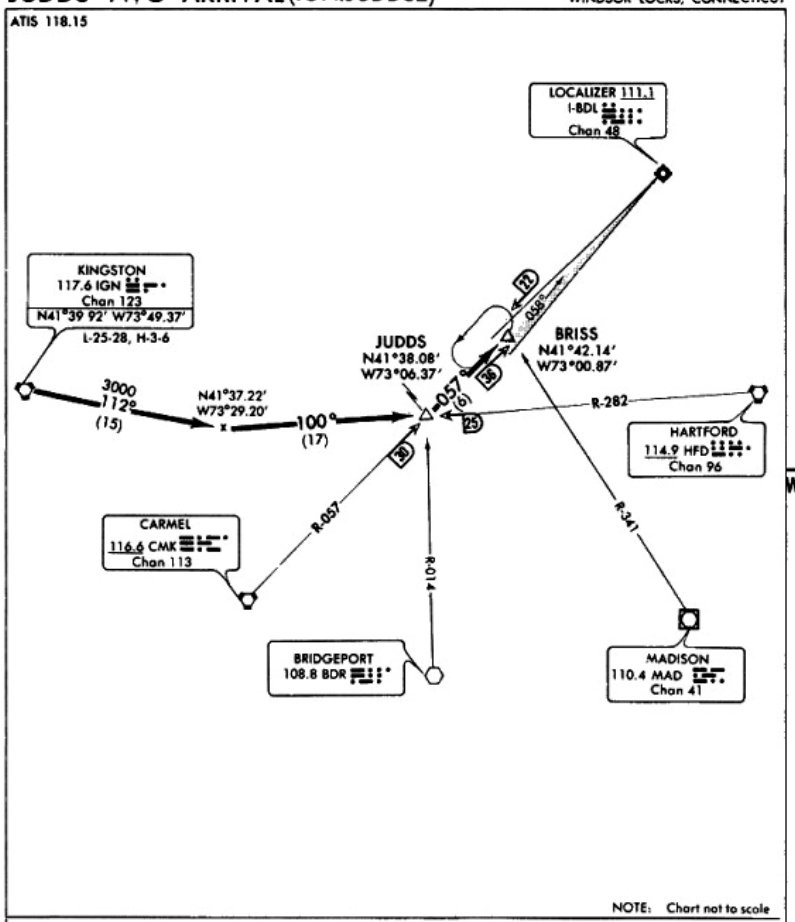

KINGSTON
117.6 IGN 123
NEW YORK
PAWLING
114.3 PWL 90
NEW YORK
WEETS
GELAW
TRESA
STUBY
WEARD
RUBER
HELON
HAWLY
RAGER
MEIER
403 PO
HUGUENOT
116.1 HUO 108
NEW YORK
Sullivan Co Intl
(Wurtsboro-Sullivan Co)
(Monticello)
(Joseph Y Resnick)
FLOSI
NEW YORK 122.4 122.2
Stewart Intl
Orange County
Dutchess County
(Stormville)
CASSH
DEEDE
LOVES
EVAMY
CRANK
GAYEL
(Randall)
NEELY
335 SW
ROOTE
VALRE
CARMEL
116.6 CMK 113
NOBBI
GREKI
ANDLE
Danbury Muni
TALLI
HOPCE
HAAYS
LEMOR
SHAFF
NEION
R-5206
BASYE
STILLWATER
109.6 STW 33
MILLVILLE
COATE
(Sussex)
HARTY
MUGZY
PATTI
(Aeroflex Andover)
(Greenwood Lake)
BREZY
ABARR
MICAL
DOSWL
RYMES
MRA 5000
ZOOL
ANNEI
ALIXX
DENNA
SPARTA
115.7 SAX 104
MILLVILLE
NYACK
FALLZ
Westchester Co
HAARP
VAGUS
ARMMS
TINNI
BROADWAY
114.2 BWZ 89
MILLVILLE
SWEET
HOPAT
SHOTT
SLYNG
JONEY
(Lincoln Park)
PATERSON
347 PNJ
PATRN
TETERBORO
108.4 TEB 21
MILLVILLE
CRAKY
FAMMA
OUTTE
PRENO
WORMY
Essex County
ODALE
JOHNE
NEW YORK
BOSTON

Figure 71

91150 ST-460 (FAA)

JUDDS TWO ARRIVAL (IGN.JUDDS2)

BRADLEY INTERNATIONAL
WINDSOR LOCKS, CONNECTICUT



From over IGN VORTAC via R-112 and HFD R-282 to JUDDS INT; then via CMK R-057 to BRISS INT. Expect radar vectors to final approach course.

JUDDS TWO ARRIVAL (IGN.JUDDS2)

WINDSOR LOCKS, CONNECTICUT
BRADLEY INTERNATIONAL

CONNECTICUT

WINDSOR LOCKS

BRADLEY INTL (BDL) 3 W UTC-5(-4DT) 41°56'20"N 72°41'01"W — NEW YORK H-3D, 6J, L-25C, 28I IAP
174 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks
LRA ARFF Index D
RWY 06-24: H9502X200 (ASPH-GRVD) S-200, D-200, DT-350,DDT-710 HIRL CL
RWY 06: ALSF2 TDZ. Trees. RWY 24: MALSR. VASI(V4L)—GA 3.0°TCH 56'.
RWY 15-33: H6846X200 (ASPH) S-200, D-200, DT-350 HIRL
RWY 15: REIL. VASI(V4L)—GA 3.5°TCH 59'. Trees. RWY 33: MALSF. VASI(V4R)—GA 3.0°TCH 59'. Trees.
RWY 01-19: H5141X100 (ASPH) S-60, D-190, DT-328 MIRL
RWY 01: Building. RWY 19: Trees.
AIRPORT REMARKS: Attended continuously. Rwy 01-19 restricted to ldg and tkf with maximum tkf gross weight of 73,000 pounds. This restriction does not apply to acft emergency. Numerous birds frequently on or in vicinity of arpt. Portions of taxiway Alpha not visible from tower. TPA—1174(1000) light acft, 1874(1700) heavy acft. Landing fee for business, corporate and revenue producing aircraft. 24 hours ARFF level D svc avbl. 24 hours PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 203-627-3001/3008. This does not include delayed regularly schedule air carrier ops or diversions. Rwy 15 REIL out of svc indefinitely. Flight Notification Service (ADCUS) available. NOTE: See SPECIAL NOTICE—Simultaneous Operations on Intersecting Runways.
WEATHER DATA SOURCES: LLWAS.
COMMUNICATIONS: ATIS 118.15 UNICOM 122.95
BRIDGEPORT FSS (BDR) TF 1-800-WX-BRIEF. NOTAM FILE BDL.
WINDSOR LOCKS RCO 122.3 (BRIDGEPORT FSS)
(R) BRADLEY APP CON 125.8 (within 20 miles)
(R) BRADLEY DEP CON 121.05 (South) 125.35 (North and West) 123.95 (Northeast)
TOWER 120.3 GND CON 121.9 CLNC DEL 121.75
ARSA ctc APP CON
RADIO AIDS TO NAVIGATION: NOTAM FILE BDL.
(T) VORTACW 109.0 BDL Chan 27 41°56'27"N 72°41'21"W at fld. 165/14W.
VOR portion unusable 090°-103° beyond 24 NM below 5000' 104°-170° beyond 10 NM below 6000' 260°-290° beyond 15 NM below 6000'.
DME portion unusable:
040°-085° beyond 13 NM below 2000'
130°-150° beyond 10 NM below 3000'
170°-195° beyond 14 NM below 3000'
250°-290° beyond 18 NM below 6000'
CHUPP NDB (LOM) 388 BD 41°52'38"N 72°46'00"W 058° 5.2 NM to fld.
ILS/DME 111.1 I-BDL Chan 48 Rwy 06. LOM CHUPP NDB.
ILS/DME 108.55 I-IKX Chan 22Y Rwy 33.
ILS/DME 111.1 I-MYQ Chan 48 Rwy 24.

Figure 72

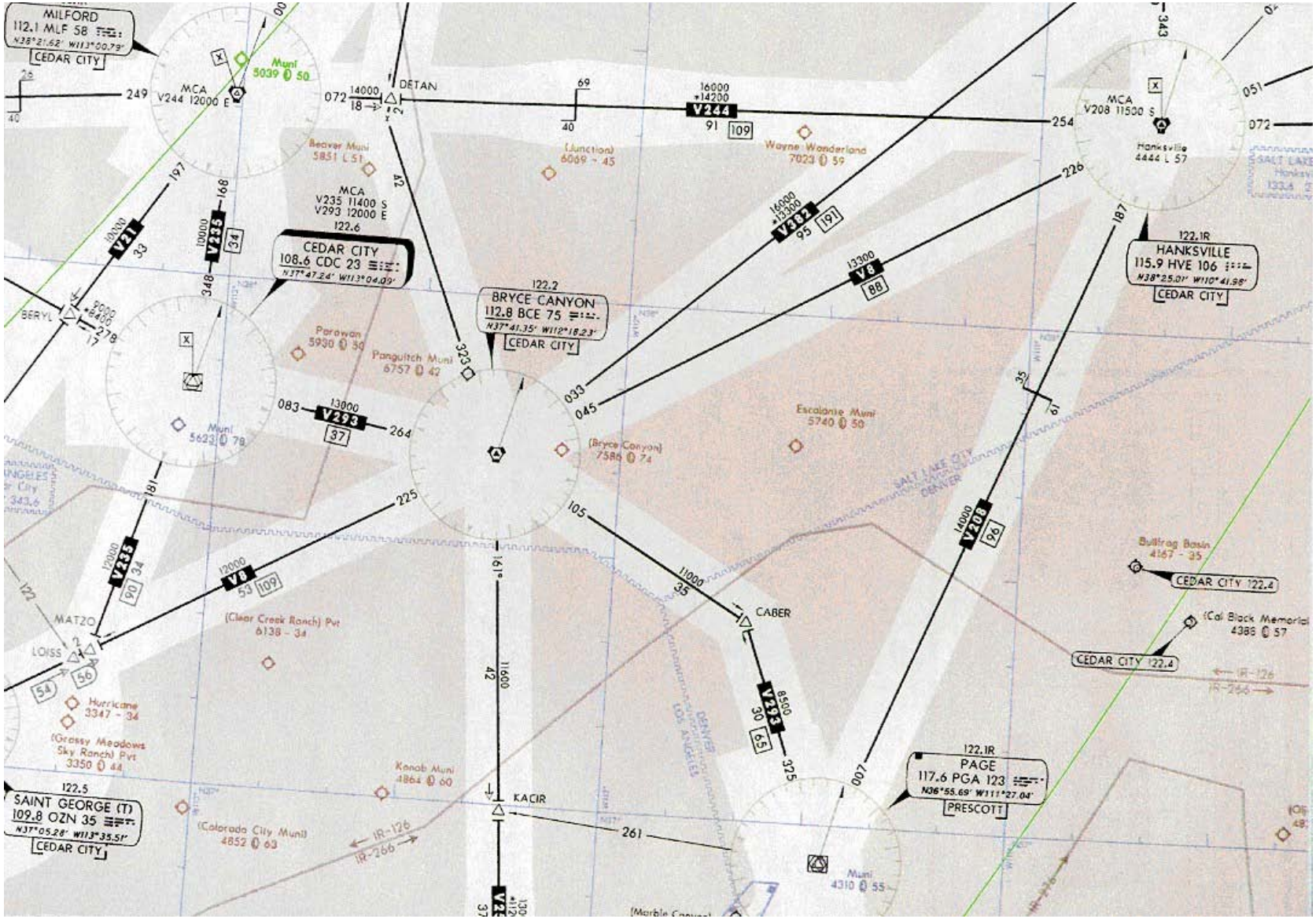

MILFORD
112.1 MLF 58
CEDAR CITY
MCA
V244 12000 E
Muni
5039 50
DETAN
V244
16000
14200
Wayne Wonderland
7023 59
MCA
V208 11500 S
Hanksville
4444 L 57
122.1R
HANKSVILLE
115.9 HVE 106
CEDAR CITY
MCA
V235 11400 S
V293 12000 E
122.6
CEDAR CITY
108.6 CDC 23
122.2
BRYCE CANYON
112.8 BCE 75
CEDAR CITY
V21
V235
V8
V233
V232
V208
BERYL
Parowan
5930 50
Panguitch Muni
6757 42
Escalante Muni
5740 50
(Bryce Canyon)
7586 74
Beaver Muni
5851 L 51
(Junction)
6069 45
Bullfrog Basin
4167 35
CEDAR CITY 122.4
(Cal Black Memorial)
4386 57
MATZO
LOISS
CABER
KACIR
(Clear Creek Ranch) Pvt
6138 34
Hurricane
3347 34
(Grassy Meadows Sky Ranch) Pvt
3350 44
Kanab Muni
4864 60
(Colorado City Muni)
4852 63
122.5
SAINT GEORGE (T)
109.8 OZN 35
CEDAR CITY
122.1R
PAGE
117.6 PGA 123
PRESCOTT
Muni
4310 55
IR-126
IR-266

Figure 89

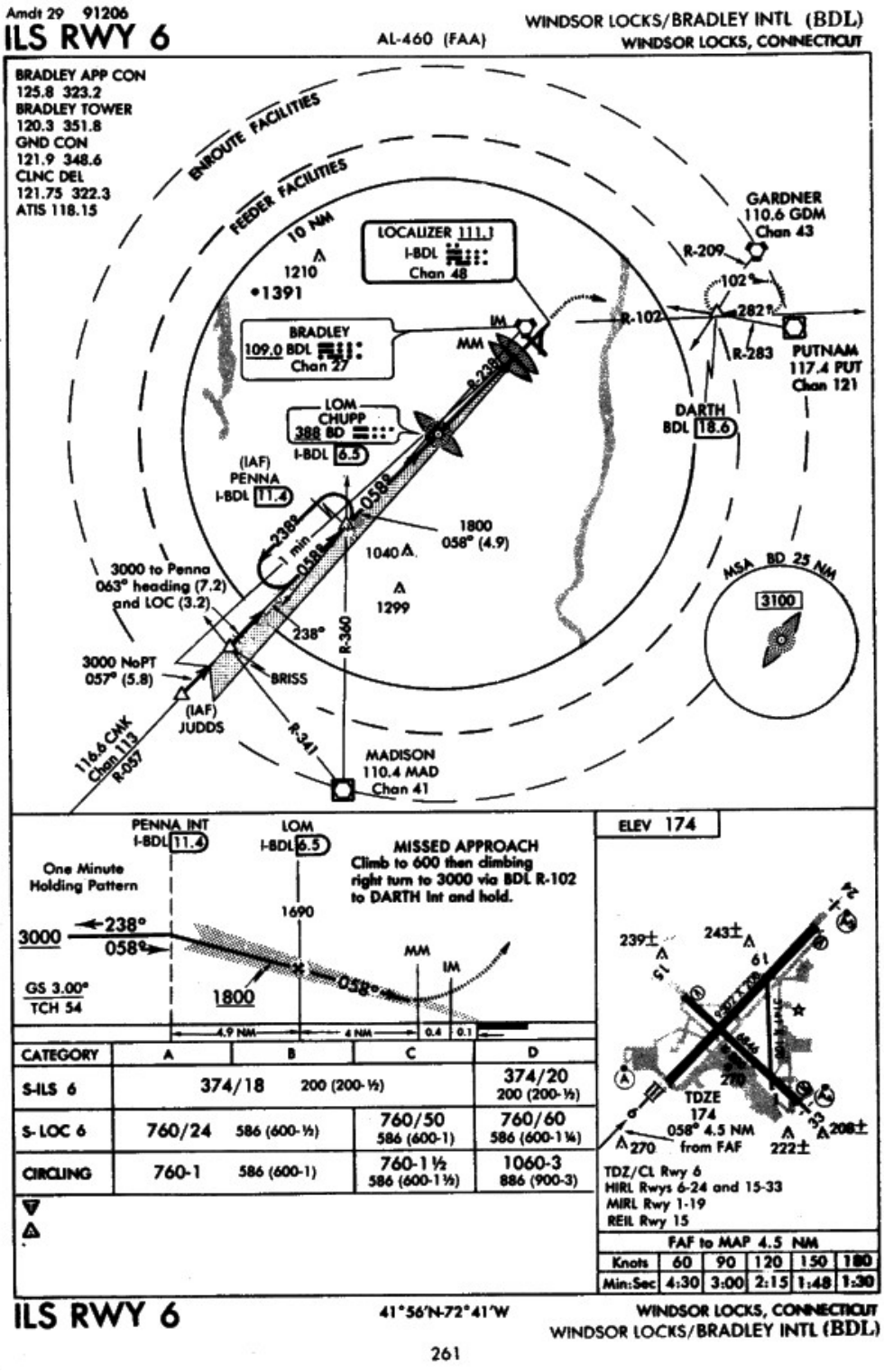

Amdt 29 91206
ILS RWY 6
AL-460 (FAA)
WINDSOR LOCKS/BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT
BRADLEY APP CON
125.8 323.2
BRADLEY TOWER
120.3 351.8
GND CON
121.9 348.6
CLNC DEL
121.75 322.3
ATIS 118.15
ENROUTE FACILITIES
FEEDER FACILITIES
10 NM
LOCALIZER 111.1
I-BDL
Chan 48
1210
•1391
BRADLEY
109.0 BDL
Chan 27
IM
MM
LOM
CHUPP
388 BD
I-BDL 6.5
(IAF)
PENNA
I-BDL 11.4
238°
1 min
058°
1800
058° (4.9)
1040
1299
3000 to Penna
063° heading (7.2)
and LOC (3.2)
3000 NoPT
057° (5.8)
BRISS
(IAF)
JUDDS
R-360
R-341
116.6 CNK
Chan 113
R-057
MADISON
110.4 MAD
Chan 41
GARDNER
110.6 GDM
Chan 43
R-209
102°
282°
R-102
R-283
PUTNAM
117.4 PUT
Chan 121
DARTH
BDL 18.6
MSA BD 25 NM
3100
PENNA INT
I-BDL 11.4
LOM
I-BDL 6.5
One Minute
Holding Pattern
MISSED APPROACH
Climb to 600 then climbing
right turn to 3000 via BDL R-102
to DARTH Int and hold.
1690
3000
238°
058°
GS 3.00°
TCH 54
1800
4.9 NM
4 NM
0.4
0.1
ELEV 174
239±
243±
61
15
TDZE
174
058° 4.5 NM
from FAF
270
222±
208±
TDZ/CL Rwy 6
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15
FAF to MAP 4.5 NM
Knots 60 90 120 150 180
Min:Sec 4:30 3:00 2:15 1:48 1:30
CATEGORY A B C D
S-ILS 6 374/18 200 (200-½) 374/20 200 (200-½)
S-LOC 6 760/24 586 (600-½) 760/50 586 (600-1) 760/60 586 (600-1¼)
CIRCLING 760-1 586 (600-1) 760-1½ 586 (600-1½) 1060-3 886 (900-3)
ILS RWY 6
41°56'N-72°41'W
WINDSOR LOCKS, CONNECTICUT
WINDSOR LOCKS/BRADLEY INTL (BDL)
261

Figure 73

LOUISIANA

VOR RECEIVER CHECK POINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Check Point Description
Baton Rouge (Baton Rouge Metro, Ryan)	116.5/BTR	A/1500	063	7.7	Over water tank W side of arpt.
Downtown	108.6/DTN	A/1500	290	10	Over white water tower.
Esler (Esler Regional)	108.8/ESF	G	151	3.5	On ramp in front of admin bldg.
Hammond (Hammond Muni)	109.6/HMU	G	342	.6	On twy W side app end Rwy 18.
Lafayette (Lafayette Regional)	110.8/LFT	A/1000	340	25	Over rotating beacon.
Lake Charles (Lake Charles Muni)	113.4/LCH	A/1000	253	6.2	Over rotg bcn on atct.
Monroe (Monroe Muni)	117.2/MLU	G	209	0.9	On ramp SE of atct.
Natchez (Concordia Parish)	110.0/HEZ	A/1000	247	10.5	Over hangar NW end of field.
New Orleans (Lakefront)	113.2/MSY	A/1000	081	7.7	Over lakefront atct.
Ruston	112.8/RSN	A/2000	343	14	Over hwy & RR crossing at Dubash.
Shreveport (Shreveport Downtown)	108.6/DTN	G	307	.5	On runup area N side of rwy 14.
Shreveport (Shreveport Regional)	117.4/SHV	A/1200	175	19.3	Over old terminal building.
Tibby (Thibodaux Muni)	112.0/TBD	A/1000	006	5.0	Over railroad bridge off apch end rwy 26.
	112.0/TBD	A/1000	117	10.0	Over intersection of rwys 17-35 and 12-30.

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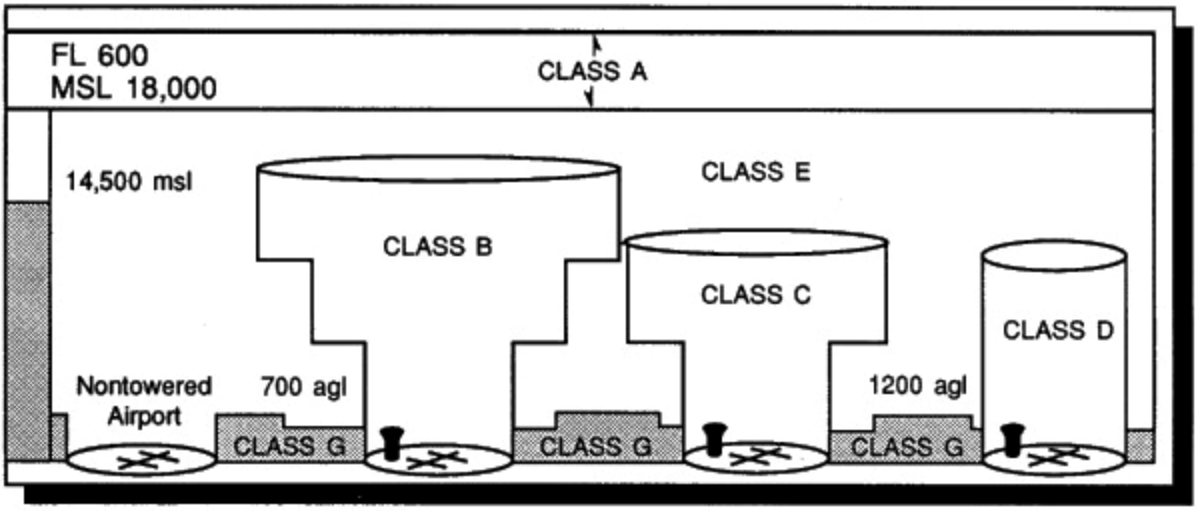
§ **LAFAYETTE REGIONAL** (LFT) 2 SE GMT-6(-5DT) 30°12′14″N 91°59′16″W **HOUSTON**
42 B S4 **FUEL** 100LL, JET A OX 1 CFR Index B **H-4F, L-17C**
RWY 03-21: H7651X150 (ASPH-GRVD) S-75, D-170, DT-290 HIRL **IAP**
RWY 03: REIL. VASI(V4L)—GA 3.0°TCH 35′. Tree.
RWY 21: MALSR. VASI(V4L)—GA 3.0°TCH 44′. Tree.
RWY 10-28: H5401X150 (ASPH) S-85, D-110, DT-175 MIRL
RWY 10: REIL (out of svc indefinitely). VASI(V4L)—GA 3.0° TCH 35.33′. Tree.
RWY 28: REIL. VASI(V4L)—GA 3.0° TCH 55′. Thld dsplcd 202′. Tree.
RWY 01-19: H5069X150 (ASPH) S-25, D-45
RWY 01: VASI(V4R)—GA 3.0°TCH 50′. Tree.
AIRPORT REMARKS: Attended continuously. Rwy 01-19 closed to air carriers. ACTIVATE MALSR Rwy 21—118.5.
COMMUNICATIONS: CTAF 118.5 **ATIS** 120.5 Opr 1200-0500Z‡ **UNICOM** 122.95
LAFAYETTE FSS (LFT) on arpt. 122.35, 122.2, 122.1R, 110.8T LD 318-233-4952 NOTAM FILE LFT.
Ⓡ **APP/DEP CON** 121.1 (011°-190°) 124.0 (191°-010°) (1200-0400Z‡)
HOUSTON CENTER APP/DEP CON 133.65 (0400-1200Z‡)
TOWER 118.5, 121.35 (Helicopter ops) (1200-0400Z‡) **GND CON** 121.8 **CLNC DEL** 125.55
STAGE III ctc **APP CON** within 25 NM below 7000′
RADIO AIDS TO NAVIGATION: NOTAM FILE LFT. VHF/DF ctc LAFAYETTE FSS
(L) VORTAC 110.8 LFT Chan 45 30°08′45″N 91°59′00″W 344°3.0 NM to fld. 40/06E
LAFFS NDB (LOM) 375 LF 30°17′21″N 91°54′29″W 215° 5.8 NM to fld
LAKE MARTIN NDB (MHW) 362 LKM 30°11′33″N 91°52′58″W 270°5.2 NM to fld
ILS/DME 109.5 I-LFT Chan 32 Rwy 21 LOM LAFFS NDB. Unmonitored when twr clsd.
ASR

Figure 64

New Airspace Classification



msl – mean sea level
agl – above ground level
FL – flight level

Figure 93

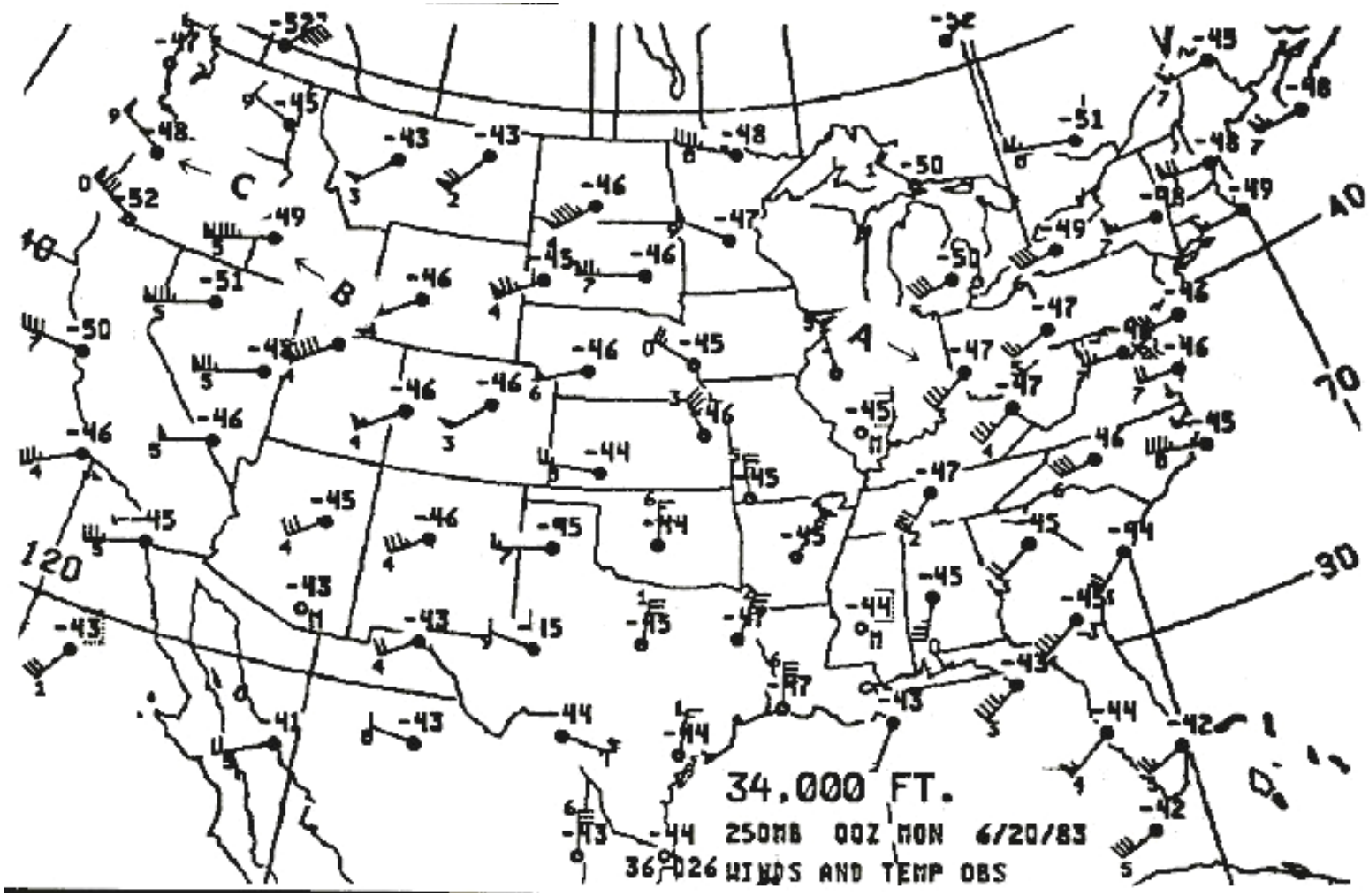

34,000 FT.
250MB 00Z MON 6/20/83
WINDS AND TEMP OBS
A
B
C
40
70
90
120

Figure 12

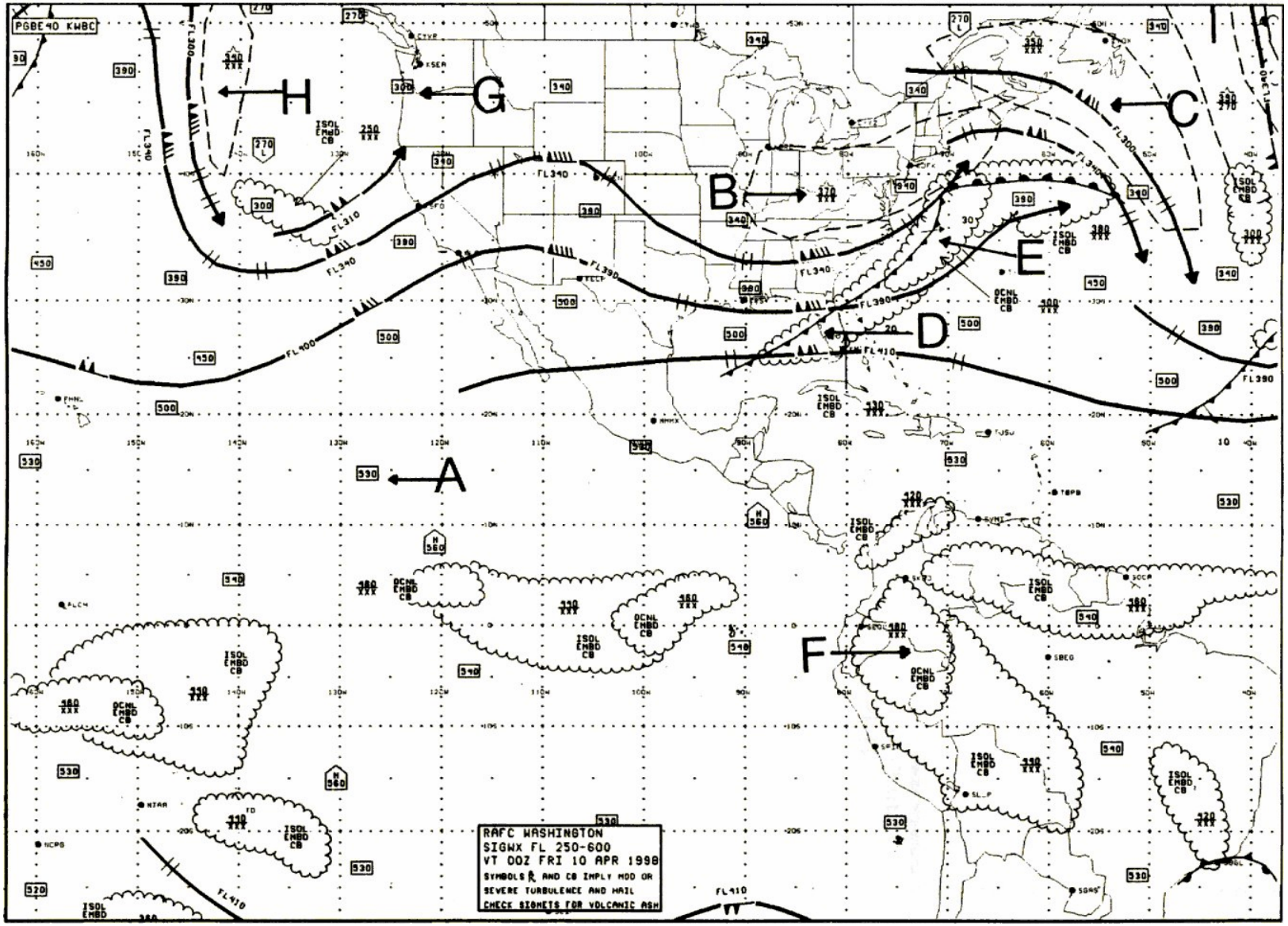

PGBE40 KWBC
A
B
C
D
E
F
G
H
RAFC WASHINGTON
SIGWX FL 250-600
VT DOZ FRI 10 APR 1998
SYMBOLS R AND CB IMPLY MOD OR
SEVERE TURBULENCE AND HAIL
CHECK SIGMETS FOR VOLCANIC ASH

Figure 7