

**United States Coast Guard Auxiliary
National Operations Department - Aviation Division**

Air Operations Test

Please read each question carefully. This is an open-book test, referencing the following documents:

Ref A: *Auxiliary Manual, COMDTINST M16790.1F (series)*

Ref B: *Auxiliary Operations Policy Manual, COMDTINST M16798.3E (series)*

Ref C: *Auxiliary Aviation Training Manual, COMDTINST M16798.5B (series)*

This test consists of two parts:

Part A, the Pilot/Observer section, must be completed by all candidates for flight crew positions, including Auxiliary Pilot, Observer, or Aircrew;

Part B, the Pilot Supplement, must also be completed by candidates for Auxiliary Pilot or Aircrew qualification. Several questions on Part B of the test refer to the following scenario. Please refer to this scenario when answering those questions.

Scenario

Auxiliary aircraft N12345 is assigned a mission for a regular Saturday afternoon safety patrol covering a major harbor and its approaches. The orders require a crew of 2 for this mission. The PIC is a qualified and current Auxiliary Aircraft Commander.

The aircraft is a four-place, single-engine Cessna, and has met the requirements for an operational facility. The departure airport, ABC, is a controlled airport with Class C airspace, located 50 nm west of the shoreline.

One crewmember is scheduled to meet the pilot at ABC, while a second crewmember and an active duty member will be picked up at airport DEF, a controlled airport with Class D airspace. The active duty member is a new watchstander from Group Paratus who will be taking an area familiarization flight.

Airport DEF is just 1 mile from the shoreline which marks the beginning of the patrol area. The patrol is planned to cover the shoreline and off-shore waters of Coast Guard Group Paratus, and then drop the active duty member and one observer off at DEF. The aircraft will then return over the same route.

This is an open-book test, using the references listed above. The time limit for completion of Part A is 3 hours; the time limit for Part B, if taken, is 2 hours. The passing score is 90% for each Part.

Figure 1 – Norfolk Insert to Washington Sectional Chart

Figure 2 – Washington Sectional Chart Legend

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having emergency or landmark value.
- Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.
- Helipoint-Selected Public
- Unverified
- Abandoned - paved, having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected
- Services-fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.
- Rotating airport beacon in operation Sunset to Sunrise.

AIRPORT DATA

Box indicates F.A.R. 93 Special Air Traffic Rules & Airport Traffic Patterns

FSS NO SVFR

F.A.R. 91 Location Identifier

NAME (NAM)

CT - 118.3* ATIS 123.8

285 L 72 122.95 UNICOM

VFR Advsy 125.0

Airport Surveillance Radar

Airport of Entry

- FSS - Flight Service Station
 - NO SVFR - Fixed-wing special VFR flight is prohibited.
 - CT - 118.3 - Control Tower (CT) - primary frequency
 - NCT - Non-Federal Control Tower
 - * - Star indicates operation part-time (see tower frequencies tabulation for hours of operation).
 - Ⓢ - Indicates Common Traffic Advisory Frequencies (CTAF)
 - ATIS 123.8 - Automatic Terminal Information Service
 - ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems. NDBs broadcasting ASOS/AWOS data may not be located at the airport.
 - UNICOM - Aeronautical advisory station
 - VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency
 - 285 - Elevation in feet
 - L - Lighting in operation Sunset to Sunrise
 - *L - Lighting limitations exist, refer to Airport/Facility Directory.
 - 72 - Length of longest runway in hundreds of feet; usable length may be less.
- When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. All times are local.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Non-Directional Radiobeacon (NDB)
- NDB-DME
- Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets-RCO, etc.

122.1R 122.6 123.6

OAKDALE

362 *116.8 OAK

Underline indicates no voice on this freq

* - Operates less than continuous or On-Request.

T - TWEB

R - Receive only

122.1R

MIAMI

Controlling FSS

122.1R

CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Freqs. 121.5, 122.2, 243.0, and 255.4 (Canada - 121.5, 126.7 and 243.0) are normally available at all FSSs and are not shown above boxes. All other freqs. are shown.

For Local Airport Advisory use FSS freq. 123.6.

Frequencies above thin line box are removed to NAVAID site. Other freqs. at controlling FSS may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

- Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.
- Class B Airspace
 - Class C Airspace (Mode C See F.A.R. 91.215/AIM.)
 - Class D Airspace
 - Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)
 - Class E (sfc) Airspace
 - Class E Airspace with floor 700 ft. above surface
 - Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace.
 - 2400 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface
 - 4500 MSL
 - Class E Airspace low altitude Federal Airways are indicated by center line.
 - Intersection - Arrows are directed towards facilities which establish intersection.
 - 132° → V 69
 - Total mileage between NAVAID's on direct Airways. Prohibited, Restricted, Warning and Alert Areas Canadian Advisory and Restricted Areas
 - MOA - Military Operations Area
 - Special Airport Traffic Areas (See F.A.R. Part 93 for details.)

- MODE C (See F.A.R. 91.215/AIM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Routes

OBSTRUCTIONS

- 1000 ft. and higher AGL
 - below 1000 ft. AGL
 - Group Obstruction
 - Obstruction with high-intensity lights May operate part-time
 - 2049 ← Elevation of the top above mean sea level
 - UC ← Height above ground
 - Under construction or reported: position and elevation unverified
- NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- 170° E - Isogonic Line (1995 VALUE)
- Ultralight Activity
- Hang Glider Activity
- Glider Operations
- NAME (Magenta, Blue, or Black)
- Visual Check Point
- Parachute Jumping Area (See Airport/Facility Directory.)
- Flashing Light
- Marine Light

TOPOGRAPHIC INFORMATION

- Roads
- Road Markers
- Railroad
- Bridges And Viaducts
- Power Transmission Lines
- Aerial Cable
- Landmark Feature - stadium, factory, school, golf course, etc.
- Outdoor Theatre
- Lookout Tower P-17 (Site Number) 618 (Elevation Base of Tower)
- CG Coast Guard Station
- Race Track
- Tank-water, oil or gas
- Oil Well
- Water Well
- Mines And Quarries
- Mountain Pass 11823 (Elevation of Pass)
- Rocks
- Pier
- Dams
- Perennial Lake
- Non-Perennial Lake

NORFOLK

SCALE 1:250,000



NEWPORT NEWS RCO
LEESBURG

NEWPORT NEWS
WILLIAMSBURG INTL (BHF)
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HENRY
375 R 122.95

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ARRIVING VFR AIRCRAFT SHOULD CONTACT NORFOLK APPROACH CONTROL WITHIN 20 NM ON 118.9 257.3

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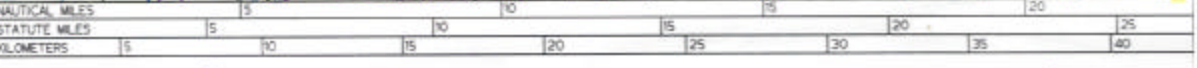
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PORTSMOUTH
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MARSH PT 07

PLUM TREE ISLAND NATIONAL WILDLIFE REFUGE

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CT 125.0 ATIS 271.8
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249 (240) cranes

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PORTSMOUTH NAVAL HOSPITAL

388 (373)
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293 (281)

BULL (PVI) 18-30

CAPE CHARLES

FISHERMANS ISLAND bldgs

FISHERMANS ISLAND NATIONAL WILDLIFE REFUGE

ARRIVING VFR AIRCRAFT SHOULD CONTACT NORFOLK APPROACH CONTROL WITHIN 20 NM ON 118.9 257.3

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