6. Private pilot, Listen to the AWOS and transmit intentions on 122.9 MHz at 10 miles out and give position reports in the traffic pattern.

For pilots operating at an airport without a control tower, it's standard practice to monitor the Automated Weather Observing System (AWOS) and communicate their intentions on the Common Traffic Advisory Frequency (CTAF), usually 122.9 MHz, when 10 miles out and within the traffic pattern. This ensures all pilots are aware of each other's positions and intentions, enhancing safety in the vicinity of the airport.

Here's a breakdown of the communication procedures:

- **AWOS Monitoring:**

Before entering the traffic pattern, listen to the airport's AWOS for weather information and any relevant advisories.

- **10 Miles Out:**

At approximately 10 miles from the airport, make your initial radio call on 122.9 MHz. Include your aircraft type, position (e.g., 10 miles south), altitude, and intentions (e.g., landing, overflight, or departing).

- **Traffic Pattern:**

Within the traffic pattern, continue to communicate your position and intentions on 122.9 MHz. This includes calls on downwind, base, and final approach, as well as when departing the runway.

- **Example Calls:**
  - "Vero Beach Radio, Cessna 123AB, ten miles south, two thousand, landing. Have AWOS, requesting airport advisory."
  - "Vero Beach Radio, Cessna 123AB, turning left base, runway one-zero."
  - "Vero Beach Radio, Cessna 123AB, departing runway one-zero, departing to the north."

Key Considerations:

- **CTAF:**

Use the frequency designated for the airport's CTAF. If unsure, 122.9 MHz is commonly used.

- **Airport Advisory:**

Request an airport advisory from the appropriate facility (usually a Flight Service Station (FSS) if available).

- **Safety:**

These procedures are in place to ensure the safety of all pilots operating in the vicinity of non-towered airports.

2. private pilot, minimum MSL altitude that you should fly over the Conboy Lake National Wildlife Refuge

For private pilots flying over the Conboy Lake National Wildlife Refuge, the recommended minimum altitude is 2,000 feet above the surface (AGL). While this is not a mandatory regulation enforced by the FAA, it is a widely recommended best practice for minimizing disturbance to wildlife and for the pilot's own safety.

Explanation:

- **2000 FT. AGL**

This is the altitude recommended by **the FAA's Advisory Circular 91-36D** and NOAA Office of National Marine Sanctuaries (.gov) to minimize disturbance to wildlife and other sensitive areas.

4. private pilot, True/False. Airports with control towers are magenta on sectional charts

False. On sectional charts, airports with control towers are depicted in blue, while airports without control towers are depicted in magenta.

7. True/False. Pounds Airport has full-time lighting?

Answer, False because lighting only from sunset to sunrise.

On sectional charts, airports with full-time lighting are indicated by an open star (denoting an airport beacon) and/or the letter "L" preceding the runway

length. The open star signifies a rotating beacon, typically indicating a lighted airport operational from sunset to sunrise. The "L" indicates runway lights are operational from sunset to sunrise.

Identifying Full-Time Lighting on Sectional Charts:

1. **1. Airport Beacon:**

Look for an open star symbol on the chart, usually located at or near the top of the airport symbol. This indicates the presence of a rotating beacon, which commonly operates from sunset to sunrise for lighted airports.

2. **2. Runway Lighting:**

Check for the letter "L" directly preceding the runway length on the chart. This indicates that the runway lights operate from sunset to sunrise.

3. **3. Limitations:**

Be aware of a small solid star preceding the "L", which indicates that lighting operations may be limited, such as pilot-controlled lighting or operation only during tower hours.

Other Chart Elements to Consider:

- **Airport Symbols:**

Blue symbols represent towered airports, while magenta symbols indicate non-towered airports.

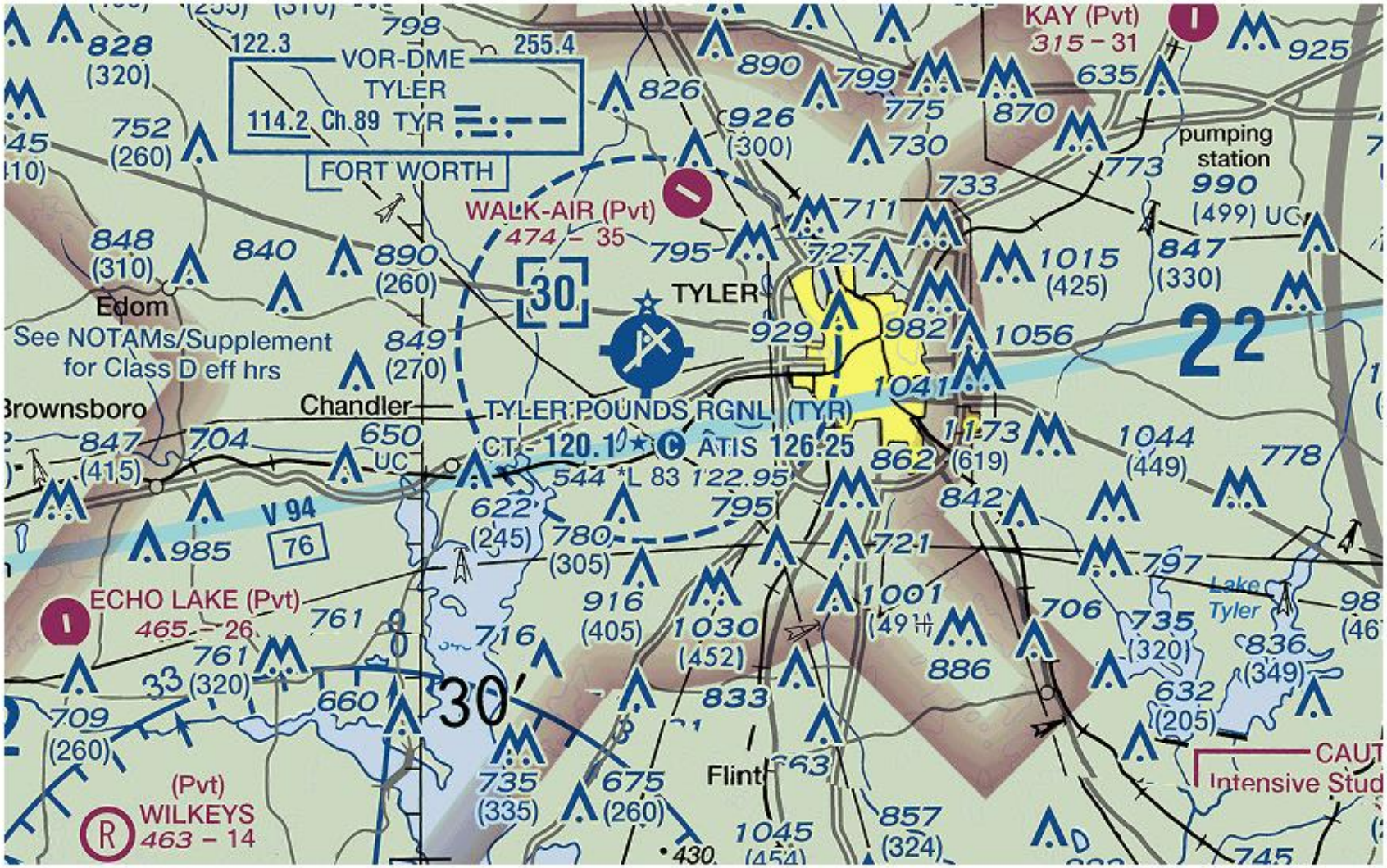
- **Runway Length:**

The number following the letter "L" (e.g., "L77") indicates the runway length in hundreds of feet.

- **UNICOM Frequency:**

The UNICOM frequency, if listed, can be used for communication with the airport's advisory station.

True/False. Pounds Airport has full-time lighting?



8. private pilot, Charts, how to identify Airport has services and fuel available during normal business hours?

To identify if an airport has fuel and services available during normal business hours on a **VFR sectional chart**, look for a round airport symbol with tick marks around it. Additionally, **a star symbol above** the airport's logo indicates the presence of fuel. **The Chart Supplement U.S. (formerly Airport/Facility Directory)** provides detailed information about airport services, including fuel types and operating hours.

Detailed Explanation:

- **Tick Marks:**

The presence of tick marks around the airport symbol on a sectional chart signifies that the airport offers services, including fuel, during specific hours.

- **Star Symbol:**

If a star is present above the airport's logo, it indicates that the airport offers fuel.

- **Chart Supplement**

For more specific information about fuel types, hours of operation, and other services like maintenance or oxygen refills, consult the Chart Supplement U.S. The Chart Supplement U.S. is a comprehensive resource for airport details and is essential for flight planning.

- **"Normal Business Hours":**

While the ticks indicate services, "normal business hours" for aviation purposes often refer to a specific window of time, usually between 10:00 and 16:00 local time.

10. Does the control tower at Pounds Airport operate full time?

Answer, NO because the Megenta round the outer part of airport.

On VFR sectional charts, towered airports are indicated by blue airport symbols. Uncontrolled (non-towered) airports are shown in magenta. The blue symbol signifies the presence of an air traffic control tower, and indicates that the airport operates with full-time control tower services.

Here's a more detailed breakdown:

- **Blue Airport Symbol:**

Airports with control towers are depicted with blue airport symbols, indicating that they are controlled airports.

- **Magenta Airport Symbol:**

Airports without control towers are shown with magenta symbols, indicating they are uncontrolled (non-towered).

- **Towered Airport Characteristics:**

Towered airports feature air traffic controllers who coordinate traffic flow and issue clearances for **landing, taxiing, and takeoff.**

Chart Supplement:

The chart supplement (also known as the Airport/Facility Directory or A/FD) provides detailed information about each airport, including services available, runway lengths, lighting, and communication frequencies.

- **Other Symbols:**

Other symbols on the chart indicate the presence of runway lighting (an asterisk next to "L"), and whether a right-hand traffic pattern is required (RP notation).

10. private pilot, VFR Sectional Charts, What are Frequencies outside a blue box surrounding the VOR symbol.

Original questions, You can use the frequency 255.4 located on top of the navaid box to communicate with what facility?

Frequencies outside the blue box surrounding a VOR symbol on a VFR sectional chart are generally Flight Service Station (FSS) frequencies. These frequencies are used for communication with Flight Service, providing services like weather briefings, flight plan filing and activation, and emergency assistance. The frequencies are often listed above the VOR symbol, and may include "R" (for receive only) notations indicating that the FSS can receive on that frequency but transmit on another, typically the VOR frequency itself.

Here's a more detailed breakdown:

- **Flight Service Frequencies:**

These are the primary frequencies used for communication with Flight Service personnel, who can provide a wide range of services to pilots.

- **Frequency Notation:**

Frequencies are typically listed above the VOR symbol. A plain frequency, like "122.2", indicates you can both transmit and receive on that frequency with the FSS.

- **"R" Notation:**

A frequency followed by "R", such as "122.1R", indicates that the FSS can receive on that frequency (e.g., 122.1) but transmit on another frequency (e.g., the VOR frequency).

- **Other Frequencies:**

Other frequencies may be associated with airports, such as UNICOM or CTAF, but these are usually found near the airport symbol or in a separate data block.

- **Decommissioned Frequencies:**

Frequencies or DME channels with hash marks across them indicate that they have been decommissioned.

10. extra. private pilot, VFR Sectional Charts, What is frequency located on top of the navaid box?

On VFR sectional charts, the frequency located at the top of a navaid box (usually a VOR or a VORTAC) is the frequency for the associated Flight Service Station (FSS). This frequency allows pilots to communicate with FSS for various services like weather briefings, NOTAMs, and flight plan assistance.

Here's a more detailed breakdown:

- **Navaid Box:**

This box contains information about the ground-based navigation aid (VOR, VORTAC, etc.) and sometimes includes communication information.

- **Frequency:**

The specific frequency listed at the top of the box is for the FSS that is associated with that navaid.

- **RCO:**

Some navaids have an RCO (Remote Communications Outlet) associated with them. If an "R" appears after the frequency, it means the frequency is receive-

only for the FSS. In this case, the pilot transmits on the listed frequency, but the FSS response will be on the navaid's primary frequency.

- **FSS Services:**

FSS frequencies are used for various services like:

  - Obtaining weather information (METARs, TAFs, PIREPs).
  - Filing, activating, and closing flight plans.
  - Receiving NOTAMs (Notices to Airmen).
  - Getting search and rescue assistance.

- **Reading the Chart:**

If you see a frequency listed above the navaid box (e.g., 122.2, 122.4, 122.6), you can use it to contact the FSS. If the frequency has an "R" after it, you'll need to transmit on the listed frequency but listen for the FSS response on the navaid's primary frequency (which may also be listed in the box).