WORKBOOK

INSTRUMENT FLIGHT RULES
FLIGHT PLANNING
T-34C

2007

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL AIR TRAINING
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CNATRA P-306 (Rev. 09-07)

Subj: WORKBOOK, INSTRUMENT FLIGHT RULES, FLIGHT PLANNING, T-34C

1. CNATRA P-306 (Rev. 09-07) PAT, "Workbook, Instrument Flight Rules, Flight Planning, T-34C" is issued for information, standardization of instruction and guidance of all flight instructors and student aviators within the Naval Air Training Command.

2. This publication shall be used as an explanatory aid to the T-34C Primary Flight Curriculum. It will be the authority for the execution of all flight procedures and maneuvers therein contained.

3. Recommendations for changes shall be submitted via CNATRA TCR form 1555/19 in accordance with CNATRAINST 1550.6E.

4. CNATRA P-306 (Rev. 06-03) PAT, is hereby cancelled and superseded.

R. A. RALL
by Direction

Distribution:
CNATRA N71 (5) plus original
CNATRA N62 (1)
COMTRAWING FOUR (300)
COMTRAWING FIVE (400)

WORKBOOK

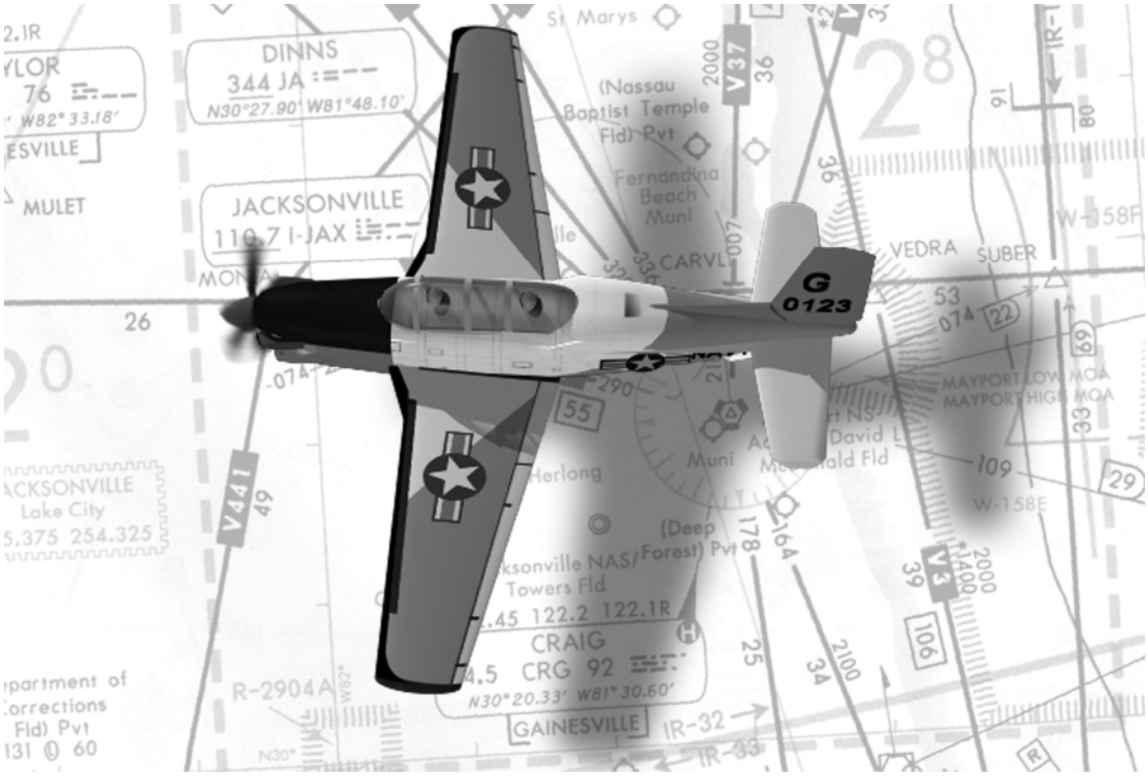
FOR

INSTRUMENT FLIGHT RULES

FLIGHT PLANNING

T-34C

Q-2A-0108



LIST OF EFFECTIVE PAGES

Dates of issue for original and changed pages are:
Original…0…26 Jun 03 (this will be the date issued)
Change 1…1…01 Dec 03
Change 2…2…13 Sep 05
Revision…1…30 Sep 07
Change 1…1…10 Aug 09

TOTAL NUMBER OF PAGES IN THIS PUBLICATION IS 56 CONSISTING OF THE FOLLOWING:

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LETTER	0	24	1
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viii (blank)	0	35	1
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18 - 19	1	46 - 48	0
20	0		
21	1		

INTERIM CHANGE SUMMARY

The following Changes have been previously incorporated in this manual:

CHANGE NUMBER	REMARKS/PURPOSE
1	Changes made per transmittal letter (08-10-09)

The following interim Changes have been incorporated in this Change/Revision:

INTERIM CHANGE NUMBER	REMARKS/PURPOSE	ENTERED BY	DATE

INTRODUCTION

General Practice Problem/Exam Rules and Information for review prior to taking the fixed-wing INAV exam. It contains some of the flight log rules and standardization items taught in the course and used on the test.

1. Do **not** use Daylight Savings Time on your takeoff time entry conversion for your DD 175. Always use the **UTC** conversion factor, no matter what time of year it is.

2. The rules for compulsory reporting points are simple. Fixes with solid triangles on the charts and both ends of direct legs are considered compulsory reporting points in a nonradar environment.

3. To find the course and distance from your departure point to the first enroute fix, check the **IFR Supplement** first; if the information isn't given there, check the **Approach Plate**; if it isn't given in these two sources, you must measure course and distance on the **Low Altitude Chart**.

4. Use cruise altitude, wind data, and fuel flow to compute your leg from the destination IAF to your alternate IAF.

5. You are expected to know radio designations, frequency ranges, and general characteristics applicable to the T-34C. You may want to look at the objectives in the INAV Workbook.

6. **Rounding procedures**: Round miles and minutes off to the nearest whole number for each calculation (.5 or greater rounds up). Round fuel quantities up. Any fraction over a pound, round up to the next pound (e.g., 145.2 lbs round up to 146 lbs).

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HOMEWORK: DD 175 PRACTICE PROBLEMS

NOTE

You will need two double-sided DD 175s for this homework. Put one flight plan on each DD 175.

Unit of Assignment:	CTW-5/NAS Whiting Field
Aircraft/BUNO/Radio call:	T-34C/162650/2E230
A/C Nav Equipment:	VOR and TACAN
Transponder:	4096 codes with Mode C
Type Flight:	IFR
Fuel on Board:	3+00

Assume 10 minutes for approach at alternate.

1. Plan to depart Cairns AAF at 1300 local standard time via the HOUND-ONE DEPARTURE to HOUND intersection, V241 to Eufaula, V323 to Macon (IAF) for a VOR RWY 15 to Robins AFB, GA. Altitude 17,000, TAS 210, ETE 1+20. Alternate Eglin AUX #3, ETE 1+10.

2. Plan to depart Robbins AFB, GA at 1600 local standard time direct to Vienna, V243 to Craig, direct to BENGE (IAF) for a TACAN RWY 23 to Navy Mayport. Altitude 11,000, TAS 190, ETE 0+53. No alternate required.

3. Plan to depart Navy Mayport at 1800 local standard time via radar departure to Craig, V198 to PENSI, direct to TROJN (IAF) for a TACAN RWY 5 to North Whiting Field. Altitude 14,000, TAS 205, ETE 1+30. No alternate required. Request 15 minute holding delay at CEW.

4. Stopover F/P

Plan to depart North Whiting at 2000 local standard time via IFR climb on course to ROMEK, V115 to Montgomery, direct to the IAF for a TACAN RWY 15 into Maxwell AFB, AL. Altitude 9000, TAS 185, ETE 0+40. Alternate Dannelly Field, ETE 0+05. After refueling continue to Pensacola NAS.

Plan to depart Maxwell AFB, AL at 2130 local standard time direct to Montgomery, V20 to Semmes, direct to SIDNY (IAF) for a TACAN RWY 7R to Pensacola NAS. Altitude 12,000, TAS 200, ETE 1+05. Alternate North Whiting Field, ETE 0+10.

FLIGHT LOG-EXPLAINED

LECTURE PROBLEM

Step 1: Read all the information provided in the problem.

Step 2: Examine departure weather and determine if takeoff minimums are met (OPNAV 3710.7 Chapter Five).

a. Select the lowest published mins for an approach you can shoot for runway in use. VOL. 14 PG 184 AND RADAR MINS PG XXXIII.

b. Compare to OPNAV 3710 standard instrument rated pilot takeoff mins.

Precision	200 – 1/2 but not less than published mins (below).
Non Precision	300 – 1 but not less than published mins (below).

MINIMA (APP PLATE)

MERIDIAN, MISSISSIPPI

LOC I-NMM	APCH CRS	Rwy ldg / TDZE / Arpt Elev	184	ILS RWY 19L
109.7	189°	8002 / 317 / 317	AL-5079 [USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ * When ALS inop, increase vis ILS/LOC ½ mile; PAR ¼ mile.

ALSF-2

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to 15 DME.

ATIS *	MERIDIAN APP CON	NAVY MC CAIN TOWER *	GND CON	CLNC DEL	ASR/PAR
273.2	120.95 276.4	126.2 340.2	336.4	301.0	

Note ▼ for planning

CATEGORY	A	B	C	D
S-ILS 19L *	517-½ 200 (200-½)			
S-LOC 19L *	700-½ 383 (400-½)		700-¾ 383 (400-¾)	
CIRCLING	820-1 503 (600-1)		820-1½ 503 (600-1½)	880-1¾ 563 (600-1¾)
S-PAR 19L *	417-¼ 100 (100-¼) GS 3.0°			

32°33′N-88°33′W MERIDIAN NAS (MC CAIN FIELD) (KNMM)

RADAR MININMA SECT

RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (12 JUL 01 USN) **ELEV 317**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6 ▼

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR ④	19L ②	3.0°/45/1060	ABCDE	**417**-¼	100	(100-¼)
	1L ②	3.0°/34/744	ABCDE	**455**-½	200	(200-½)
	1R	3.0°/38/888	ABCDE	**471**-¾	200	(200-¾)
	19R	3.0°/36/854	ABCDE	**495**-¾	200	(200-¾)
ASR ①	19L ③		AB	**780**-½	463	(500-½)
			C	**780**-¾	463	(500-¾)
			D	**780**-1	463	(500-1)
			E	**780**-1¼	463	(500-1¼)
	1L ③		AB	**740**-½	485	(500-½)
			C	**740**-¾	485	(500-¾)
			D	**740**-1	485	(500-1)
			E	**740**-1¼	485	(500-1¼)
	28		ABC	**680**-1	374	(400-1)
			DE	**680**-1¼	374	(400-1¼)
	19R		AB	**700**-1	405	(400-1)
			CD	**700**-1¼	405	(400-1¼)
			E	**700**-1½	405	(400-1½)
	1R		AB	**700**-1	429	(400-1)
			C	**700**-1¼	429	(400-1¼)
			DE	**700**-1½	429	(400-1½)
CIR ①	19L/R, 1L/R, 28		AB	**820**-1	503	(600-1)
			C	**820**-1½	503	(600-1½)
			D	**880**-2	563	(600-2)
			E	**980**-2¼	663	(700-2¼)

① CAT E Cir not auth W of Rwy 1L-19R. ② When ALS inop, increase vis ¼ mile. ③ When ALS inop, increase vis ½ mile. ④ No-NOTAM MP sked: PAR Tue 1300-1700Z++, PAR apch not avbl dur this time.

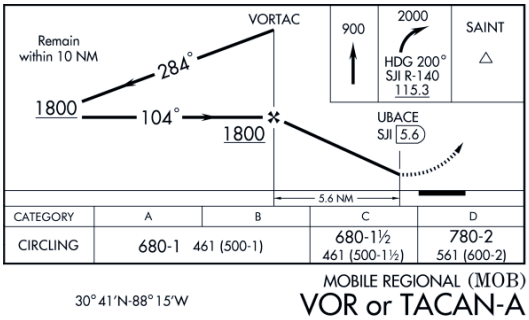
Compare mins for all approaches you can shoot at your departure field (Radar and NAVAID).

NON-PREC		PRECISION		
LOC	400 - ½	PAR	19L	100 - ¼
ASR	400 - 1		1L	200 - ½
			1R	200 - ¾
			19R	200 - ¾
LOWEST	400 - ½	LOWEST		100 - ¼
OPNAV REQ	300 - 1	OPNAV REQ		200 - ½
NON-PREC MIN	400 - 1	PREC MIN		200 - ½

Copy airport elevation and frequency data onto flight log.

Step 3: Examine destination weather and determine if an alternate airfield is required (OPNAV 3710 Figure 4-1). Read AP/1 supplement airport remarks as required.

Destination MOB, TAC A Circle 14 (Given).



TACAN A MINS 500 - 1 (APP PLATE)
FORECAST MOB 2000 - 3 (GIVEN)

USE OPNAV Figure 4-1
Enter using destination wx forecast to determine if alternate is required.

DESTINATION WEATHER ETA plus and minus 1 hour	ALTERNATE WEATHER ETA plus and minus 1 hour		
0 — 0 up to but not including Published minimums	3,000 — 3 or better		
Published minimums up to but not Including 3,000 — 3 (single-piloted absolute minimums 200 — 1/2)	NON-PRECISION	PRECISION	
		ILS	PAR
	*Published minimums plus 300-1	Published minimums plus 200-1/2	*Published minimums plus 200-1/2
3,000 — 3 or better	No alternate required		

*In the case of single-piloted or other aircraft with only one operable UHF/VHF transceiver, radar approach minimums may not be used as the basis for selection of an alternate airfield.

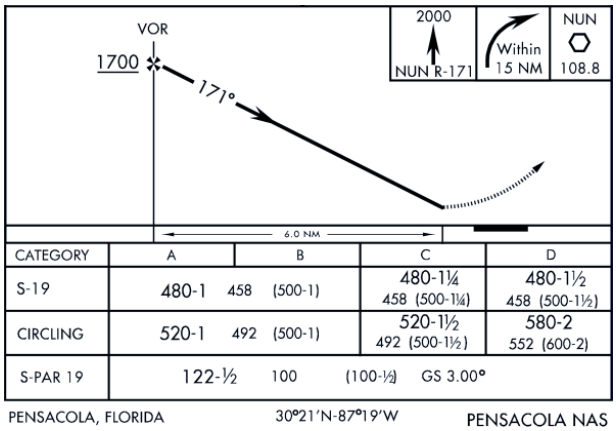
Figure 4-1. IFR Filing Criteria

2000 – 3 is above published mins of 500 - 1, but less than 3000 - 3. An **alternate is required** and we must add 300 - 1 to the alternate published mins to comply with 3710.

Copy destination, elevation, and frequencies onto flight log.

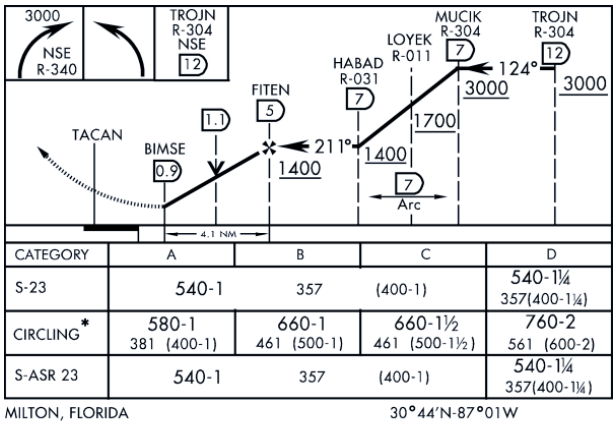
Step 4: Select an alternate (if required) using the following considerations:

1. Terminal Forecast.
2. NAVAID Compatibility.
3. NOTAMS.
4. Approach Plate Remarks (i.e., ▲ NA etc.).



VOR RWY 19

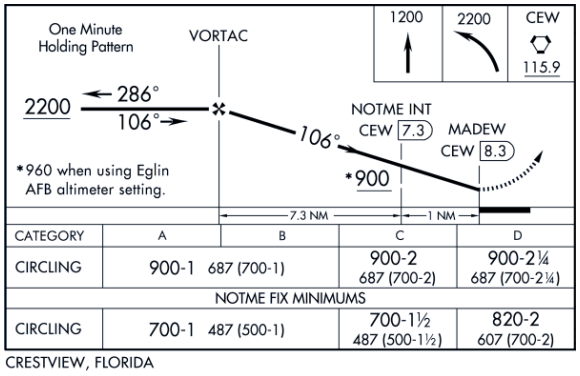
Pensacola NAS



TACAN RWY 23

North Whiting

*For practice problems, the alternates, wx, routing and approaches are given for simplification. Set up an **alternate selection chart** based on forecast wx, published mins, 3710 req, and approach remarks.



CEW VOR-A

ALT	FORECAST WX	PUB MIN	3710 + 300 - 1	REMARKS
CEW	700 – 2	500 – 1	800 – 2	NONE
NPA	1000 – 1	500 – 1	800 – 2	NONE
NSE	800 – 2	400 – 1	700 – 2	NONE

Compare forecast wx with published mins plus 3710 requirements to ensure the forecast meets the requirements.

NSE forecast **800 – 2 > 700 – 2** requirement and is the only one to meet the requirements.

Possible remarks are **A**NA., A, or NOTAMS.

4 FLIGHT LOG-EXPLAINED

Don't forget to check NAVAID compatibility (i.e., NDB not installed on T-34C).

NSE IS THE ALT. COPY ELEV AND FREQ ONTO FLT LOG

Step 5: Compute climb TAS using CR-2.

A) Compute avg alt and round to nearest 500 feet.

1. $\frac{\text{DEP ELEV(from airport sketch) + CRUISE ALT(given)}}{2}$
2. (317 + 16000)/2 = 8158.5 rounded = 8000

B) Use CR-2 with Climb IAS, AVG Alt, Temp, and Calc TAS = 135 knots in Climb. Enter on flight log.

Step 6: Compute Cruise True Airspeed (TAS) using CR-2. = 215 kts. Enter on flight log

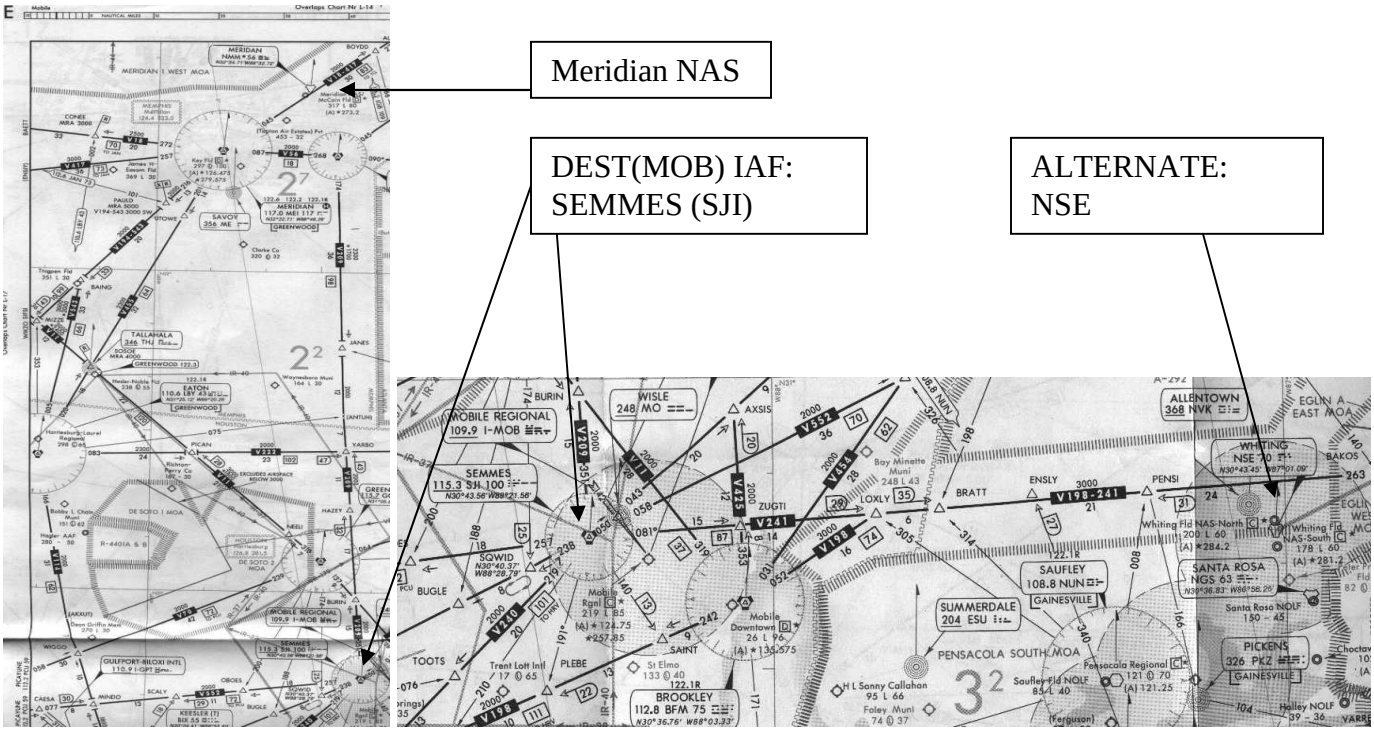
Step 7: Compute Time To Climb (TTC).

1. Subtract starting alt from cruise alt. 16000 – 317 (NMM) = 15683.
2. Round to nearest 100 feet and divide by climb rate (given) = 15700/1500.
3. 10.46 min, round to nearest min. = 10 min.
4. Enter on flight log.

Step 8: Determine your climb and cruise fuel flow using NATOPS. (For this class, it's given in the problem).

↗ 300 Climb, → 250 Cruise, Enter on flight log (see sample after step 10).

Step 9: Review route of flight and record each leg on flight log. Using L-18 chart, Enroute Supplement, and Approach plates, locate entire route.



*Radar departures are written as direct legs, since route isn't known before flight.

1. Rules for leg entries on a flight log:
   a. NAVAID to NAVAID, on and off airways.
   b. Course changes of 6° or more on Victor airways.
   c. Both ends of a direct route…anytime the aircraft is not on an airway.
   d. Any mandatory reporting point.

End of direct leg.

Course change greater than 6°.

NAVAIDs

Both ends of direct leg
(leaving the airway at Pensi).

Route to

D Meridian
V543 Baing
V543 Eaton
V114 Gulfport
V20 Semmes
Alternate
V241 Pensi
D Trojn

2. Fill in the NAVAID, freq, mag course, and distance:

   a. Use the following methods in order to determine course and distance to the first fix and for direct legs. IF YOU DO NOT…YOU WILL GET QUESTIONS WRONG ON THE TEST!

      i. Enroute Supplement, NAVAIDS section of the airport.

6 FLIGHT LOG-EXPLAINED

**As an example, refer to Key Field p338 (ES), near the Meridian VORTAC. If we departed from Key Field instead of the NAS, it would be 3.8 NM on a course of 315 to the VORTAC.

ii. Approach plates, look for feeder/enroute fixes.

**Use the Vol. 19, NSE TACAN 23 plate to get the Pensi/Trojn leg.

iii. Measure directly off the chart using nearest compass rose and scale.

**This is the method used for the first fix in the lecture problem.
225°, 17 NM to the VORTAC from NAS Meridian.

b. For legs on airways use the courses and distances defined.

Step 10: Determine compulsory reporting points for nonradar environment (Refer to FIH, Position Reporting). Mark with solid triangle in the "ROUTE TO" box.

1. Both ends of a direct route.
2. Solid triangle at a fix.

STOP: CHECK YOUR FLIGHT LOG WITH THE ONE BELOW TO VERIFY IT.

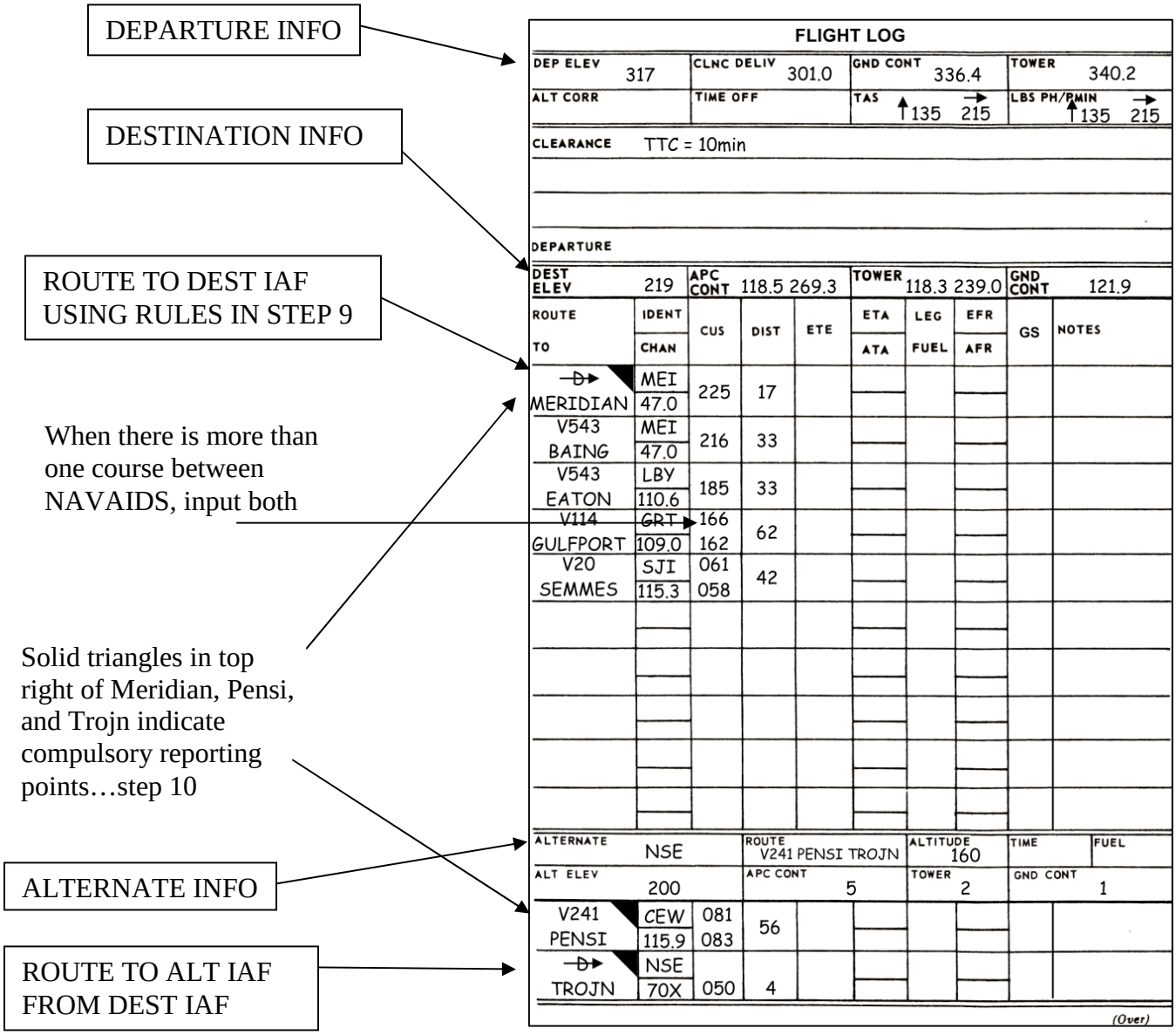


Figure 1 Flight Log Example 1

Step 11: Compute climb and cruise ground speed using CR-2 wind side.
As a habit, calculate climb and cruise GS for both 1st and 2nd legs, this will save time later.
Input on far right of jet log in NOTES section.

1. Using computed GS for the climb or cruise as appropriate, compute time to first fix. Compare with TTC of 10min calculated earlier.

   7 min (to first fix) < 10 min (TTC) , Therefore, we will level off 3 min into the second leg.

   *Refer to step 11, 2(c).

2. 3 Possibilities concerning level off:

   a. Crossing the fix at level off.
   b. Reaching cruise altitude prior to the fix.
   c. Reaching cruise altitude after first fix (as in this problem).

3. <u>Compute split leg</u> – We know that 3 min of 2nd leg is climbing. Use climb GS for 2nd leg (ironically 145 KIAS due to small course change) to calculate distance traveled in 3 min. (USE CR-2)

   Dist in climb for 3 min = 7 nm

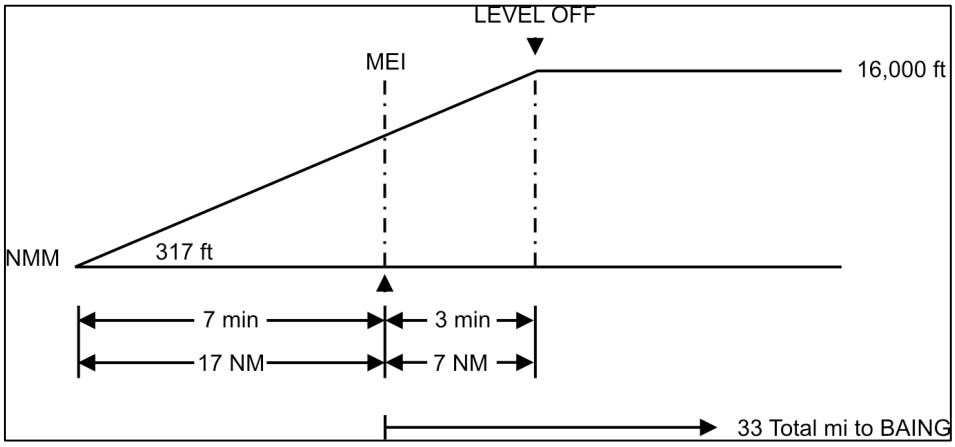
	DIST		ETE	
V543 BAING	7		3	
	33			

   Subtract climb leg mileage from total leg mileage. 33-7 = 26.

   26 NM of second leg is at cruise GS. Calculate ETE with CR-2 using cruise GS.

7	26	3	7
33		**10**	

The following diagram is a pictorial description of the level off.



Compute Fuel required for these legs using climb and cruise burn rates. When calculating fuel, always round up.

4. Using Cruise TAS and winds, calculate GS for each subsequent leg on the flight log.

Step 12: Compute ETE and fuel for each leg using the rate side of the CR-2.

Step 13: Calculate EFR for each leg and compute total distance, ETE, and fuel for destination and alternate.

Step 14: Complete alternate, route, alt, time, and fuel line of jet log.

NOTE

For fuel entry, use EFR (533lbs) at destination IAF and convert to fuel remaining in burn time using CR-2 and cruise burn rate.

533lbs = 2hrs, 8min or 2+08 Enter this on the flight log.

Step 15: Complete T-34 fuel plan using flight log information.

NOTE

For #5, RES 10% of #4 (min 20mins), compare line 4 to 20min of max endurance fuel burn (OPNAV 3710 req, also burn rate of 168 lbs/hr max endurance is given in problem and can be calculated from NATOPS). Pick the larger of the 2 numbers.

STOP: USE THE FLIGHT LOG AND FUEL PLAN ON THE NEXT PAGE TO VERIFY YOURS.

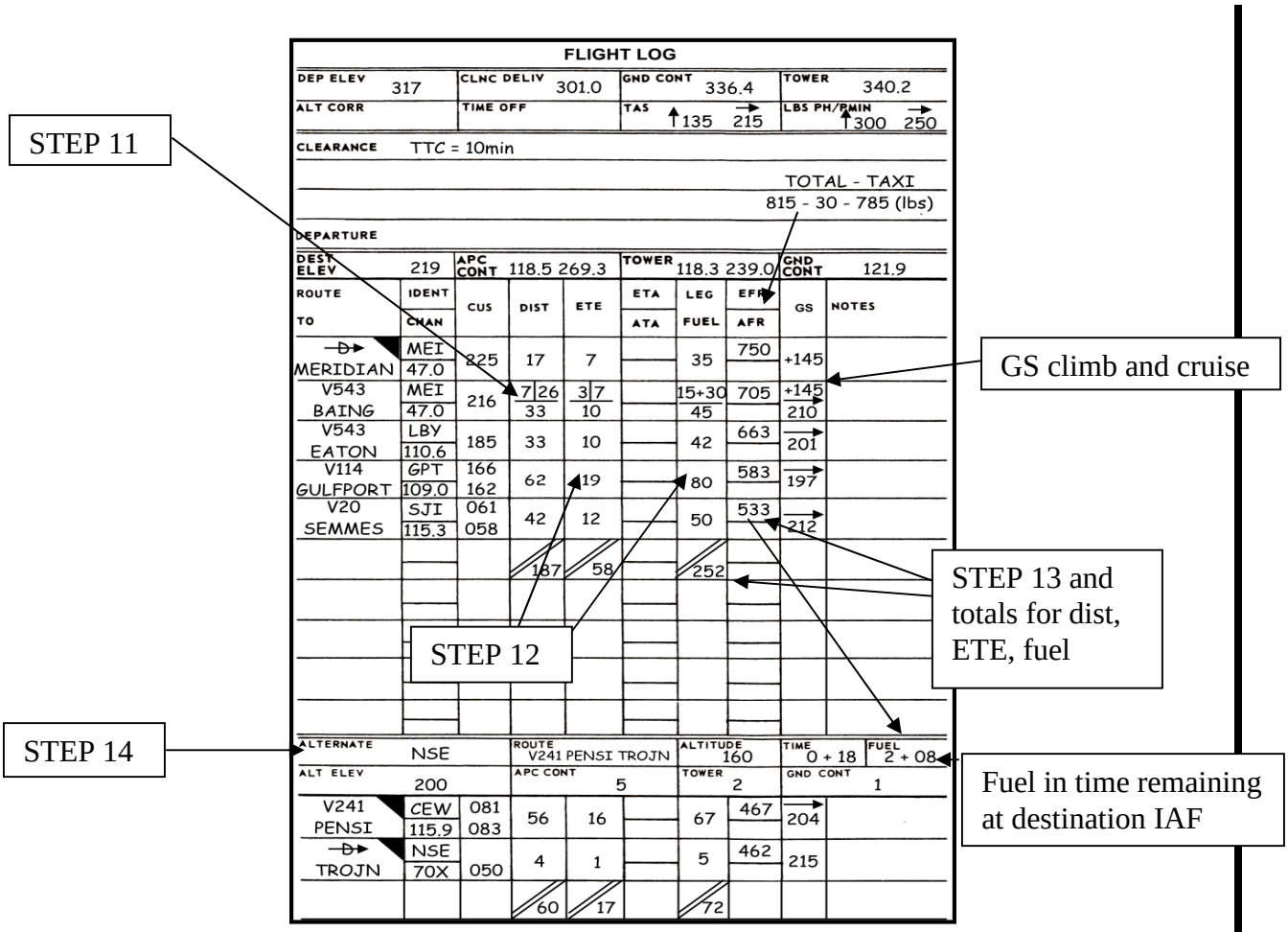


Figure 2 Flight Log Example 2

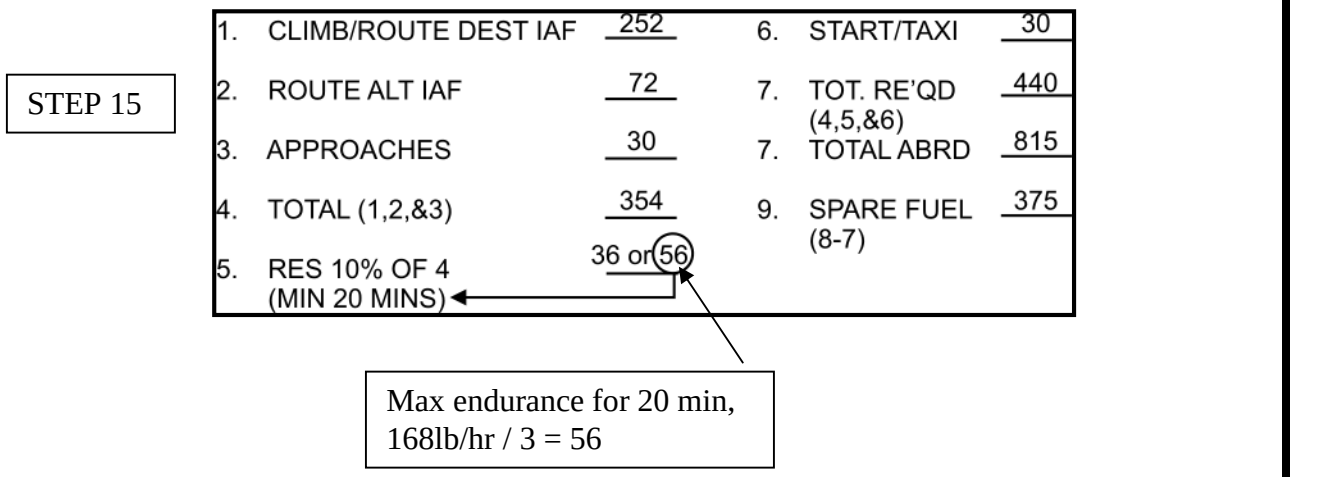


Figure 3 Fuel Plan

PRACTICE PROBLEM NUMBER ONE

Directions:
1. Read the entire problem.
2. Complete the flight log and DD 175.
3. Answer the questions.

Unit of Assignment: CTW-5/NASWF
Aircraft/BUNO/Call Sign: T-34C/162471/2E145

AIRPORT	FORECAST WEATHER ± 1 HOUR
Dep: Orlando Int'l, FL	36020KT 4800 FU BKN010 QNH 2989
Dest: Key West NAS, FL	07010KT 9999 SHRA BKN025 QNH 3009

ALTERNATES	
Miami International, FL	12005KT 3200 RA OVC009 QNH 2992
Ft. Myers/Page Field, FL	13015KT 3200 RA OVC008 QNH 2991
Kendall/Tamiami Exec, FL	09005KT 4800 HZ OVC015 QNH 2998

ROUTE
Plan to depart Orlando International, Rwy 36L at 1000 local standard time via a radar departure to Orlando VORTAC, direct to JENSN intersection, Direct Lakeland VORTAC, V7 Lee County, V539 to Key West VORTAC (IAF), for a VOR RWY 7 approach to RWY 7.

ALTERNATE AIRPORT	ROUTE OF FLIGHT
Miami International	V157 to Dolphin VORTAC, direct to PIANA (IAF) for a LOC RWY 12 approach to RWY 12. **NOTAM: PPR TO RON**
Ft. Myers/Page Field	V225 to Lee County VORTAC direct to FIVER (IAF) for a VOR RWY 13 approach to RWY 13. **NOTAM: QNNAC**
Kendall/Tamiami Exec	V157 to FAMIN, direct to QEEZY NDB (IAF) for an NDB or GPS RWY 9R approach to RWY 9R. **NOTAM: QFALI**

CLIMB DATA		CRUISE DATA	
Airspeed:	120 KCAS	Level-off alt:	16,000 feet
Rate of climb:	1500 FPM	Airspeed:	170 KCAS
Wind/Temp:	130/10 -5°C	Wind/Temp:	250/20 - 15°C
Fuel flow:	300 LBS/HR	Fuel flow:	245 LBS/HR

FUEL DATA	
Fuel on board:	815 LBS
Hours fuel on board:	3+00
Taxi & run-up:	30 LBS
Fuel for each approach:	30 LBS
Max endurance fuel flow:	168 LBS/HR

ADDITIONAL DATA	
Pilot's instrument rating:	Standard
Magnetic variation:	4°W

PRACTICE PROBLEM NUMBER ONE QUESTIONS

1. What is the course and distance from takeoff to the first NAVAID on your route of flight? _____

2. On what frequency would you expect to receive your IFR clearance? _____

3. What is your fuel remaining over the Orlando VORTAC? _____

4. Tampa Intl. Airport is located NE of St. Petersburg VORTAC. Fixed-wing special VFR flight is permitted within the Tampa Intl Airport control zone.

   a. T b. F

5. Over the St. Petersburg VORTAC, you would call _____ for Pilot-to-Metro service, on frequency _____.

6. Compass roses are oriented to True North on Enroute Low Altitude Charts.

   a. T b. F

7. What probable frequency would you be assigned and which ARTCC would you be communicating with in the vicinity of Key West?

8. Key West has weather radar.

   a. T b. F

9. All TW-5 aircraft must have prior permission from Navy Key West Base Ops before filing and flying into NAS Key West?

   a. T b. F

10. If you were departing from Miami International, you could receive IFR clearance from clearance delivery.

   a. T b. F

11. a. Which runway is longest at NAS Key West? _____
    b. What is the length of that runway? _____

12. What do the dots on the runway indicate on the Miami Airport sketch? _____

13. ATIS can be received on frequency(s) _____ at Miami International.

14. At Miami International the runway weight bearing capacity of RWY 12 for aircraft with single-wheel type landing gear is _____.

15. At Miami International, could you expect the LOC RWY 12 approach and circle to land on runway 30?

a. Y b. N

16. What does the line under the frequency in the NAVAID box indicate?
_____

17. What does the Ⓗ in the upper right-hand corner of the NAVAID box indicate? _____

18. Does the Dolphin TACAN have voice capability? _____

19. What does a Minimum Obstruction Clearance Altitude (MOCA) guarantee?
_____
_____

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PRACTICE PROBLEM NUMBER TWO

Directions:
1. Read the entire problem.
2. Complete the flight log and DD 175.
3. Answer the questions.

Unit of Assignment:	CTW-5/NASWF
Aircraft/BUNO/Call Sign:	T-34C/162650/2E230

AIRPORT	FORECAST WEATHER ±1 HOUR
Dep: Greenville Spartanburg, SC:	21010KT 4800 HZ OVC020 QNH 3000 INS
Dest: Southwest GA Regional:	16020KT 3200 BR OVC007 QNH 2996 INS

ALTERNATES	
Gainesville Regional, FL:	28015KT 1600 HZ BKN010 QNH 2997 INS
Jacksonville NAS, FL:	09005KT 3200 RA OVC010 QNH 2998 INS
Marianna Muni, FL:	18010KT 9999 BR OVC015 QNH 2999 INS

ROUTE

Plan to depart Greenville-Spartanburg at 0800 local standard time direct to Electric City VORTAC, V35 to Pecan VORTAC (IAF), for a VOR RWY 16 approach to RWY 16.

ALTERNATE AIRPORT	ROUTE OF FLIGHT
Gainesville Regional:	V35 to Cross City V159 Ocala VORTAC (IAF) for an ILS RWY 28.
Jacksonville NAS:	V35 to Greenville VORTAC, V198 to MONIA Intersection, Direct to MADEN (IAF) for a TACAN RWY 9 approach to RWY 9.
Marianna Muni:	Direct to Marianna VORTAC (IAF) for a VOR/GPS-B approach to RWY 18.

CLIMB DATA		CRUISE DATA	
Airspeed:	120 KCAS	Level-Off Alt:	13,000 FT
Rate of climb:	1500 FPM	Airspeed:	170 KCAS
Wind/Temp:	270/20 +15°C.	Wind/Temp:	240/30 –10°C
Fuel Flow:	300 LBS/HR	Fuel Flow:	255 LBS/HR

FUEL DATA		ADDITIONAL DATA	
Fuel on board:	815 LBS	Pilot's Instrument Rating:	Standard
Hours fuel on board:	3+00	Magnetic Variation:	5°W
Taxi & Run-up:	30 LBS		
Fuel for each approach:	30 LBS		
Max Endurance Fuel Flow:	168 LBS/HR		

PRACTICE PROBLEM NUMBER TWO QUESTIONS

AT GREENVILLE-SPARTANBURG AIRPORT:

1. Which FSS serves this airport? _____

2. Which is the longest runway at this airport? _____

3. You would file your IFR flight plan with _____ via _____.

4. What type of departure procedure would you be using when departing from this airport?

   a. climb to Electric City VORTAC via a published SID.
   b. climb direct to Electric City VORTAC.
   c. climb to Electric City VORTAC via radar departure.
   d. climb to "VFR conditions" direct to Electric City VORTAC.

5. For the alternate airport, you did not choose:

   a. Gainesville, due to _____.
   b. Marianna, due to _____.

6. Your minimum ceiling and visibility for an IFR takeoff on RWY 22 is_____.

   a. 400-1
   b. 400-1/2
   c. 200-1/2

7. On what frequency would you request taxi clearance? _____

8. On what frequency would you receive your IFR clearance? _____

9. Prior to takeoff, climb-out instructions would be relayed to you via _____

ENROUTE PHASE:

10. How many compulsory reporting points are there from takeoff to destination IAF? _____

11. What is the primary VOR indication of station passage at Electric City VORTAC? _____

12. Is a position report required over the Athens VORTAC in a nonradar environment? _____

13. Which NAVAIDS define the GLOSS intersection (V35 south of Athens)? _____

14. The MRA at GLOSS intersection refers to which NAVAID? _____

15. You would switch your VOR receiver from Athens to Macon at _____.

AT SOUTHWEST GEORGIA REGIONAL AIRPORT:

16. For arrivals between 0400 - 1200Z, approach clearance will be received from _____ on frequency _____.

17. Your approach will be controlled by _____.

18. While executing the approach in a nonradar environment, the three mandatory voice reports given to Jacksonville Center are:

a _____
b. _____
c. _____

19. Your instrument approach procedure will be a _____.

a. teardrop
b. straight-in
c. 45º procedure turn
d. holding pattern

20. From an initial approach altitude of 3000 feet, your loss of altitude to the Missed Approach Point (MAP) will be _____ feet.

21. At a standard rate of descent to 500 FPM, your loss of altitude would require ____ minutes.

22. To execute the missed approach, you will _____ to _____ feet then climbing right turn to _____ via _____ R-160 to SALER Int/PZD 20 DME and _____.

23. After landing, you would call _____ on frequency _____ for taxi instructions.

24. You will close out your flight plans with _____ via _____.

25. To refuel your aircraft at Southwest Georgia Regional, you should _____.

a. proceed to the military facility
b. buy non-contract fuel from an Fixed Base Operator (FBO)
c. call Piedmont Hawthorne

26. Which is the longest runway at Southwest Georgia Regional? _____

SINGLE-ENGINE JET FLIGHT LOG
CNATRA-GEN 3760/1 (REV. 7-78) S/N0197LLCF19482

DEP ELEV	CLNC DELIV	GND CONT	TOWER
GSP 964		121.9	120.1/257.8
ALT CORR	**TIME OFF**	**TAS**	**LBS PH/PMIN**
		136 204	300 255

CLEARANCE TTC: 8 MIN

DEPARTURE

DEST ELEV	ABY 197	APC CONT	125.75/226.8	TOWER	120.25/336.4	GND CONT	121.9/348.6

ROUTE / TO	IDENT / CHAN	CUS	DIST	ETE	ETA / ATA	LEG / FUEL	EFR / AFR	NOTES / GS
D	ELW	223	16+24	8+8		40+34	711	
ELEC CITY	108.6		40	16		74		123 176
V-35	AHN	224					655	
ATHENS	109.6	223	39	13		56		176
V-35	MCN						578	
SINCA	114.2	195	54	18		77		185
V-35	MCN						548	
MACON	114.2	184	23	7		30		189
V-35	PZD	207					450	
PECAN	116.1	210	70	23		98		180
			226	1+17		335		
V-35	GEF	160					360	
GRNVILLE	109.0	157	71	21		90		202
V-198	TAY	091					287	FRCST ALT
TAYLOR	112.9	096	64	17		73		230

ALTERNATE	ROUTE V-356 GEF V-198	ALTITUDE	TIME	FUEL
NAS Jacksonville NIP	MONIA MADEN	13,000	0+55	1+46
ALT ELEV	**APC CONT**	**TOWER**	**GND CONT**	
22	123.8/379.9	120.0/355.8	128.6/336.4	

V-198	TAY						257	3
MONIA	112.9	096	26	7		30		229
D	NIP						214	
MADEN	19	149	33	10		43		207

(Over)

FUEL PLAN

1. CLIMB/ROUTE DEST IAF	335	6. START/TAXI	30
2. ROUTE ALT IAF (If required)	236	7. TOTAL REQUIRED (4, 5 & 6)	692
3. APPROACHES	30	8. TOTAL ABOARD	815
4. TOTAL (1, 2 & 3)	601	9. SPARE FUEL (8-7)	123
5. RES 10% of 4 (Min 20 mins)	61		

PRIVACY ACT STATEMENT	DATE	AIRCRAFT CALL SIGN	AIRCRAFT DESIG AND TD CODE
AUTHORITY: 10 USC 8012 and EO 9397 **PRINCIPAL PURPOSE:** To aid in the accurate identification of personnel participating in the filed flight. **ROUTINE USES:** To provide data required to process flight plans with appropriate air traffic service authorities. A file is retained by the agency processing the flight plan. **DISCLOSURE:** Voluntary; however, failure to provide the SSN could result in denial of flight Plan processing.	TODAY	VV2E230	T-34 T/A

BASE OPERATIONS USE

	TYPE FLT PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE
	1	204	GSP	1300	130	ELW V35 PZD	ABY	1+17

REMARKS

RANK AND HONOR CODE

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION
3+00	NIP	1+05		FLIMSY #	N/A	162650 / TW-5 / NSE

SIGNATURE OF APPROVAL AUTHORITY	CREW/PASSENGER LIST				ACTUAL DEP TIME (Z)	BASE OPERATIONS USE
		ATTACHED		SEE MANIFEST		

DUTY	NAME AND INITIALS	RANK	SSN	ORGANIZATION AND STATION
PILOT IN COMMAND	GRATE, I. M.	ENS		VT-2 / NSE

DD Form 175, MAY 86 Previous editions are obsolete. MILITARY FLIGHT PLAN

PRACTICE PROBLEM NUMBER TWO ANSWERS

1. Anderson FSS - IFR Supplement, p. B-267 and/or Remote Communications Outlet box on L-20.

2. 11,000 (RWY 4/22) - IFR Supplement, p. B-267 gives the length as 11,000 as does the airport sketch in Vol. 18 of the Low Altitude Instrument Approach Procedures.

3. Anderson FSS Via 122.2, 122.65, 255.4 or phone - There is no military operations (as required in the OPNAV 3710.7), so you would have to file with the nearest FSS.

4. Climb direct to Electric City VORTAC.

5. a. - Gainesville weather forecast not above alternate minimums need 700-11/2

   b. - the A NA Symbol on approach plate

6. a. The lowest published minimums for runway 22 are found on the ILS RWY 22 approach plate (LOC minimums) in Vol. 18. Published mins are 400-1/2 but OPNAV 3710.7 states we cannot utilize takeoff minimums of less than 300-1 for an available nonprecision approach. Therefore we must raise the visibility of the published mins to one mile.

7. Ground 121.9 - Frequencies can be found in the IFR Supplement, A/G communications panel on L-19/L-20, Vol. 18 of the Low Altitude Instrument Approach Procedures.

8. Ground 121.9 - There is no clearance delivery at this airfield.

9. Tower

10. 1

11. To/From arrow changes from "To" to "From"

12. No

13. Athens (AHN) 195 radial and Colliers (IRQ) 260 radial - Intersections are defined by any arrow pointing to that intersection, on the chart. Follow the tail of that arrow back to its origin to find the name of the NAVAID.

14. Colliers VORTAC - Minimum Reception Altitudes will always refer to a secondary NAVAID used to define a given fix. The Minimum Enroute Altitude on a given airway will always guarantee radio reception to safely navigate that airway.

15. SINCA intersection - The Changeover Point (COP) is located midway between the navigation facility for straight route segments, or at the intersection of radials or courses forming a dog leg in the case of dog leg route segments. (General Planning para. 5-19)

16. Jacksonville center, 226.8/125.75 - The agency giving approach clearances and controlling your approach will be listed, with the frequency, on the plan view for that approach in the approach plates.

17. Jacksonville center - Same as above

18. a. Leaving altitude - This information is found in Section B: National and International Flight Data and Procedures (p. B-6) of the FIH.

b. FAF inbound (Albany approach has no radar) - Same as above

c. Missed approach - Same as above

19. c.

20. 2360

21. 4.7

22. climb, 1000 feet, 3000 feet, PZD, hold

23. Ground control, 121.9 or 348.6

24. Macon, 1800 WX Brief. See IFR Supp or L19/20 Chart.

25. c. - IFR Supplement

26. 4/22 - IFR Supplement or Approach Plates

PRACTICE PROBLEM NUMBER THREE

Directions:
1. Read the entire problem.
2. Complete the flight log and DD 175.
3. Answer the questions.

Unit of Assignment:	CTW-5/NASWF
Aircraft/BUNO/Call Sign:	T-34C/162471/2E145

AIRPORT	FORECAST WEATHER ± 1 HOUR
Dep: Cairns AAF, AL	18008KT 4000 RA OVC010 QNH 2990 INS
Dest: Mobile Downtown, AL	29010KT 2400 RA BKN008 QNH 2988 INS
ALTERNATES	
Mobile Regional, AL	28015KT 0800 BR OVC006 QNH 2986 INS
Stennis International, MS	27010KT 4000 RA SCT015 QNH 2996 INS
Keesler AFB, MS	30012KT 4000 HZ BKN010 QNH 2994 INS

ROUTE

Plan to depart Cairns AAF, AL at 1800 local standard time via the FADET TWO DEPARTURE, to Marianna VOR V198 Brookley for a VOR RWY 32 approach to RWY 32.

ALTERNATE	ROUTE OF FLIGHT
Mobile Regional	Direct to Semmes VOR, V20 to OBOES for a LOC RWY 32 to Mobile Regional.
Stennis International	V198 to DOGMA, direct to Gulfport VOR for a VOR-A approach to Stennis International.
Keesler AFB	Direct to Semmes VOR, V-20 to Gulfport VOR for a VOR/DME-A to Keesler AFB.

CLIMB DATA		CRUISE DATA	
Airspeed:	120 KCAS	Level-Off Alt:	10,000 ft
Rate of climb:	1500 FPM	Airspeed:	180 KCAS
Wind/Temp:	180/10 -10°C	Wind/Temp:	170/20 -14°C
Fuel Flow:	300 LBS/HR	Fuel Flow:	260 LBS/HR

FUEL DATA		ADDITIONAL DATA	
Fuel on board:	815 LBS	Pilot's Instrument Rating:	Standard
Hours fuel on board:	3+00	Magnetic Variation:	0°
Taxi & Run-up:	30 LBS		
Fuel for each approach:	30 LBS		
Max Endurance Fuel Flow:	168 LBS/HR		

PRACTICE PROBLEM NUMBER THREE QUESTIONS

1. What is your estimated fuel remaining at your destination IAF? _____

2. How many compulsory reporting points are on your flight log? _____

3. What is the minimum altitude you could expect to be assigned to cross POPER intersection? _____

4. The Tallahassee Commercial Airport is located S/SW of the SZW VORTAC. Should TW5 aircraft land at this airport? _____

5. Enroute to your alternate, you receive the following clearance from Houston Center, "Navy 2E145, hold southwest of SQWID as depicted, maintain 10,000, expect further clearance on the hour." What type of holding pattern is depicted?

   a. Standard b. Nonstandard

6. On V198 at DEFUN intersection, with your DME inop, how would you identify the intersection? _____

7. At Keesler AFB, what caution must be considered regarding runway width? _____
   _____

8. What is your cruise true airspeed? _____

9. While executing the VOR-A to Stennis International, what if any, type of procedure turn is authorized? _____

10. What is the nearest Pilot to Metro Service (PMSV) to your alternate IAF? _____

11. Your squadron is planning a flight of six T-34s to Moody AFB, GA. What, if any, special requirements are required? _____

12. On VI98, west of Crestview, you pass through Whiting Field NAS class C airspace. What does the C* indicate? _____

13. At Mobile Downtown, is jet fuel for the T-34 available and, if so, from whom? _____

14. On your flight you pass over the Crestview VORTAC. Who would you contact to change your flight plan? _____

15. In order to file a flight plan to Keesler AFB on a Saturday, does a TW5 aircraft require a PPR? _____

16. What is your time from the destination IAF to the alternate IAF? _____

PRACTICE PROBLEM NUMBER FOUR

Directions:
1. Read the entire problem.
2. Complete the flight log and DD 175.
3. Answer all questions.

Unit of assignment:	CTW-5/NAS Whiting Field
Aircraft/BUNO/call sign:	T-34C/164267/6E247

AIRPORT	FORECAST WEATHER +/- 1 HOUR
Dep: Key West NAS, FL	22009KT 9999 BKN020 QNH2998INS
Dest: Orlando International, FL	17005KT 6000 HZ BKN020 BKN050 QNH2999INS

ALTERNATES

Daytona Beach International, FL	36003KT 6000 HZ BKN015 QNH3002INS
St. Lucie County International, FL	03005KT 9999 BKN020 QNH3001INS
Patrick AFB, FL	18012KT 1600 RA BKN008 QNH3004INS

ROUTE

Plan to depart NAS Key West at 1300 local standard time via a radar departure direct to STRAP intersection, V157 to Lakeland VORTAC, V533 to Orlando VORTAC for a VOR RWY 18R approach to Orlando International to RWY 18R.

ALTERNATE AIRPORT	ROUTE OF FLIGHT
Daytona Beach International, FL	Direct to Ormond Beach VORTAC for a VOR RWY 16 approach, circle to land RWY 34.
St. Lucie County International, FL	V295 Vero Beach VORTAC for a VOR/DME or GPS 14 approach to RWY 14.
Patrick AFB	Direct to Melbourne VOR/DME for a VOR/DME RWY 2 approach, circle to land RWY 20.

CLIMB DATA

Airspeed:	120 KCAS
Rate of climb:	1500 FPM
Wind/Temp:	240/10 0°C
Fuel flow:	300 LBS/HR

CRUISE DATA

Level-off altitude:	14,000 ft
Airspeed:	170 KCAS
Wind/Temp:	330/20 -15°C
Fuel flow:	265 LBS/HR

FUEL DATA

Fuel on board:	815 LBS
Hours fuel on board:	3+00
Taxi & runup:	30 LBS
Fuel for each approach:	30 LBS
Max endurance fuel flow:	168 LBS/HR

ADDITIONAL DATA

Pilot's Instrument Rating:	Standard
Magnetic Variation:	5°W

PRACTICE PROBLEM NUMBER FOUR QUESTIONS

1. How many compulsory reporting points are on your flight log?

a. 2
b. 3
c. 4
d. 5

2. While enroute to your destination, you find it necessary to proceed to the alternate, what are the single pilot weather minimums for the approach?

a. 1000-2
b. 800-1
c. 300-1
d. 900-1

3. While enroute, you desire to change your destination. You are in the vicinity of the Lakeland VORTAC. Who would you contact to change your flight plan?

a. Miami FSS
b. Miami Center
c. Ft. Myers FSS
d. St. Petersburg FSS

4. What frequency would you use for question number three?

a. 255.4 or 122.2
b. 243.0 or 121.5
c. 322.5 or 122.1
d. 128.25

5. Over the Lakeland VORTAC, you would probably be in contact with Miami Center on which of the following frequencies?

a. 122.1
b. 255.4
c. 343.9
d. 256.7

6. Which NAVAID frequencies and radial define CAMBE intersection (on V533 between Lakeland and Orlando)?

a. LAL 116.0 046R and ORL 112.2 227R
b. LAL 116.0 046R and MLB 110.0 284R
c. ORL 112.2 227R and MLB 110.0 286R
d. ORL 112.2 227R and OCF 113.7 148R

7. The Orlando tower can be received on the following frequencies in a UHF only T-34C aircraft:

a. 253.5, 126.65
b. 253.5, 255.4, 243.0, 121.5
c. 253.5, 243.0
d. 253.5, 243.0, 126.65

8. The Minimum Descent Altitude (MDA) on an ASR approach circle to land maneuver in a T-34 aircraft at Daytona Beach International is:

a. 500
b. 520
c. 700
d. 800

9. The approach lighting for RWY 36R at Orlando International is:

   a. U.S. Standard ALSF-2
   b. U.S. Standard ALSF-1
   c. Short approach light system
   d. Air Force overrun

10. The nearest PMSV in the vicinity of Lakeland VORTAC is located at MacDill AFB, southeast of St. Petersburg VORTAC. Which of the following frequencies would you use to contact the forecaster?

   a. Channel 47
   b. 344.6
   c. 270.1
   d. 255.4

11. Refer to the Jacksonville Intl ASR R/W 7 approach:

   a. What ceiling and visibility is required for you to execute this approach? _____
   b. If RVR is reported, what RVR is required for this approach? _____

SINGLE-ENGINE JET FLIGHT LOG
CNATRA-GEN 3760/1 (REV. 7-78) S/N0197LLCF19482

DEP ELEV	CLNC DELIV	GND CONT	TOWER
NQX 6	355.6	336.4	340.2
ALT CORR	TIME OFF	TAS	LBS PH/PMIN
		132 207	300 265

CLEARANCE TTC: 9 MIN

DEPARTURE

DEST ELEV	APC CONT	TOWER	GND CONT
MCO 96	307.0	253.5	121.8

ROUTE / TO	IDENT / CHAN	CUS	DIST	ETE	ETA / ATA	LEG / FUEL	EFR / AFR	NOTES / GS
D STRAP	EYW 113.5	019	17	7		35	750	139
V-157 DVALL	EYW 113.5	037	5+47 52	2+14 16		10+62 72	678	141 199
V-157 DOLPHIN	DHP 113.9	068	39	11		49	629	209
V-157 THNDR	DHP 113.9	335	57	18		80	549	187
V-157 LABELLE	LBV 110.4	292	31	10		45	504	192
V-157 LAKELAND	LAL 116.0	334 333	77	25		111	393	187
V-533 ORLANDO	ORL 112.2	046 047	49	15		67	326	201
			322	1+42		459		
								FRCST ALT

ALTERNATE	ROUTE	ALTITUDE	TIME	FUEL
DAYTONA BCH DAB	D OMN	14,000	0+15	1+14
ALT ELEV	APC CONT	TOWER	GND CONT	
34	379.95	257.8	348.6	

D ORMND BCH	OMN 112.6	015	48	15		67	258	192

(Over)

FUEL PLAN

1. CLIMB/ROUTE DEST IAF	459	6. START/TAXI	30
2. ROUTE ALT IAF (If required)	67	7. TOTAL REQUIRED (4, 5 & 6)	642
3. APPROACHES	30	8. TOTAL ABOARD	815
4. TOTAL (1, 2 & 3)	556	9. SPARE FUEL (8-7)	173
5. RES 10% of 4 (Min 20 mins)	56		

PRIVACY ACT STATEMENT				DATE	AIRCRAFT CALL SIGN	AIRCRAFT DESIG AND TD CODE
AUTHORITY:	10 USC 8012 and EO 9397	ROUTINE USES:	To provide data required to process flight plans with appropriate air traffic service authorities. A file is retained by the agency processing the flight plan.	TODAY	VV6E247	T-34 T/A
PRINCIPAL PURPOSE:	To aid in the accurate identification of personnel participating in the filed flight.	DISCLOSURE:	Voluntary; however, failure to provide the SSN could result in denial of flight Plan processing.			

BASE OPERATIONS USE

	TYPE FLT PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE
	I	207	NQX	1800	140	STRAP V157 LAL V533 ORL	MCO	1+42

REMARKS

REQUEST RADAR VECTORS

RANK AND HONOR CODE

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER FLIMSY #	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION
3+00	DAB	0+25			N/A	164267 / TW-5 / NSE

SIGNATURE OF APPROVAL AUTHORITY	CREW/PASSENGER LIST				ACTUAL DEP TIME (Z)	BASE OPERATIONS USE
		ATTACHED		SEE MANIFEST		

DUTY	NAME AND INITIALS	RANK	SSN	ORGANIZATION AND STATION
PILOT IN COMMAND	TWENTYTWENTY, I. C.	CAPT		VT-6 / NSE

DD Form 175, MAY 86 Previous editions are obsolete. MILITARY FLIGHT PLAN

PRACTICE PROBLEM NUMBER FOUR ANSWERS

1. b.

2. b. - Once you are airborne, the only minimums that apply to you are the actual published mins in the approach plates. You still, however, must have weather of at least 200- 1/2 as required by OPNAV 3710.7 for single piloted aircraft.

3. d. - Look for the nearest FSS on the L-19/L-20.

4. a. - All FSSs are contacted on 255.4 or 122.2.

5. d. - Look for the nearest "postage stamp" on the L-19/L-20.

6. c. - An intersection is identified only by the NAVAIDs which are the source of the arrows (bearing, radial, or DME fix arrows) pointing toward the intersection.

7. c. - Both UHF tower frequencies are listed in the IFR Supplement, approach plates, and on L-19/L-20. Guard is also available.

8. b. - Radar minimums section of approach plates.

9. a. - The approach lighting symbol on the airport sketch in the Approach Plates gives the lighting code which must then be looked up in the FIH.

10. b. - PMSVs are found in section c of the FIH.

11. a. - 500-1/2 - OPNAV 3710.7, Chapter 5, sets our minimums for executing as 200-1/2.
    b. - 24 RVR - Use the conversion table on p. XV of the approach plates.

PRACTICE PROBLEM NUMBER FIVE

Directions:
1. Read the entire problem.
2. Complete the flight log and DD 175.
3. Answer all questions.

Unit of assignment:	CTW5/NAS Whiting Field
Aircraft/BUNO/Call Sign:	T-34C/162272/5E296

AIRPORT	FORECAST WEATHER +/- 1 HOUR
Dep: Jacksonville NAS, FL	27006KT 9999 BKN020 QNH3006INS
Dest: Whiting Field NAS	15010KT 3200 HZ SCT020 QNH2998INS

ALTERNATES	
Bob Sikes, FL	32008KT 3200 HZ BKN008 QNH2991INS
Hurlburt Field, FL	16004KT 2400 RA BKN008 QNH3002INS
Pensacola Regional, FL	12010KT 3200 HZ BKN010 QNH3001INS

ROUTE

Plan to depart Jacksonville NAS at 1000 local standard time via radar departure direct to Gators VORTAC, V579 to Cross City VORTAC, V521 to Marianna VORTAC, V198 to Crestview VORTAC, direct to Whiting TACAN, direct to TROJN for a TACAN RWY 23 approach to RWY 23 into Whiting Field North.

ALTERNATE AIRPORT	ROUTE OF FLIGHT
Bob Sikes	Direct to Crestview VORTAC for a VOR-A approach. ***** NOTAM *** CH 106 OTS**
Hurlburt	Direct Hurlburt TACAN for a TACAN RWY 18 approach to RWY 18.
Pensacola Regional	Direct to Saufley VOR for a VOR RWY 8 approach to RWY 8.

CLIMB DATA	
Airspeed:	120 KCAS
Rate of climb:	1500 FPM
Wind/Temp:	250/10 15°C
Fuel flow	300 LBS/HR

CRUISE DATA	
Level-off altitude:	16,000 FT
Airspeed:	175 KCAS
Wind/Temp:	130/20 -12°C
Fuel flow:	250 LBS/HR

FUEL DATA	
Fuel on board:	815 LBS
Hours fuel on board:	3+00
Taxi & runup:	30 LBS
Fuel per approach:	30 LBS
Max endurance fuel flow:	168 LBS/HR

ADDITIONAL DATA	
Pilot's Instrument Rating:	Standard
Magnetic Variation:	3°W

PRACTICE PROBLEM NUMBER FIVE QUESTIONS

1. How many compulsory reporting points to the destination in a nonradar environment?

   a. 4 c. 6
   b. 5 d. 7

2. While enroute and want to change your destination and you are in the vicinity of TERES intersection. Who would you contact to change your flight plan and on what frequency?

   a. Jacksonville Center, 360.8 c. Dothan Radio, 122.2
   b. Atlanta Center, 132.25 d. Gainesville Radio, 255.4

3. Over Marianna VORTAC, where is the nearest PMSV?

   a. Marianna Radio c. Jacksonville Center
   b. Allen AHP d. Cairns AAF

4. What frequency would you use for question number three?

   a. 348.8 c. 255.4
   b. 237.5 d. 243.0

5. Over the Gators VORTAC, you would contact Jacksonville Center on frequency _____ or _____?

   a. 128.05, 335.55 c. 385.6, 134.4
   b. 128.05, 134.4 d. 385.6, 335.55

6. Can the Destin-Ft. Walton airport be used as a field alternate (Note: GPS is INOP)?

   a. Yes b. No

7. You receive the following holding clearance after passing Marianna VORTAC: "Navy 5E296, hold west of CHEWS intersection on V198, left turns, expect further clearance time 1147". You will hold on the Marianna _____ radial with an inbound holding course of _____.

   a. 272, 092° c. 272, 272°
   b. 092, 272° d. 092, 092°

8. Your ATC clearance would be received on which frequency at NAS Jacksonville?

   a. 336.4 c. 353.675
   b. 351.8 d. 126.2

9. If it is necessary to proceed to the alternate on this flight, what are the weather minimums for the VOR 8 approach to RWY 35?

a. 800-2
b. 800-1
c. 400-1
d. 700-1

10. The weather minimums for accepting an ASR approach to RWY/23 at NAS Mayport are _____.

a. 100-¼
b. 100/16
c. 500-1
d. 200/24

SINGLE-ENGINE JET FLIGHT LOG
CNATRA-GEN 3760/1 (REV. 7-78) S/N0197LLCF19482

DEP ELEV	CLNC DELIV	GND CONT	TOWER
NIP 22	352.4/135.9	336.4/128.6	355.8/120.0
ALT CORR	TIME OFF	TAS	LBS PH/PMIN
		139↑ 222 →	300↑ 250 →

CLEARANCE TTC: 11 MIN

DEPARTURE

DEST ELEV	APC CONT	TOWER	GND CONT
NSE 200	278.8/127.35	344.2/121.4	341.0

ROUTE / TO	IDENT / CHAN	CUS	DIST	ETE	ETA / ATA	LEG / FUEL	EFR / AFR	NOTES / GS	
⊕	GNV		24+21	11+6		55+25	705	130↑	
GATORS	116.2	225	45	17		80		223→	109X
V-579	CTY	266					663		
CROSSCITY	112.0	264	41	10		42		236	57X
V-521	MAI						588		
TERES	87X	289	71	18		75		240	114.0
V-521	MAI						521		
MARIANA	114.0	321	65	16		67		241	87X
V-198	CEW	272					437		
CRESTVIEW	115.9	268	80	20		84		237	106X
⊕	NSE						416		
WHITING	70X	248	19	5		21		231	
⊕	NSE						403		
TROJN	70X	304	12	3		13		241	
			333	1+29		382			
								FRCST ALT	

ALTERNATE	ROUTE	ALTITUDE	TIME	FUEL
PNS	⊕ NUN	160	0+07	1+37
ALT ELEV	APC CONT	TOWER	GND CONT	
121	119.0/269.375	119.9/257.8	121.9/348.6	

⊕	NUN						373	
SAUFLEY	108.8	196	24	7		30		213

(Over)

FUEL PLAN

1. CLIMB/ROUTE DEST IAF	382	6. START/TAXI	30
2. ROUTE ALT IAF (If required)	30	7. TOTAL REQUIRED (4, 5 & 6)	528
3. APPROACHES	30	8. TOTAL ABOARD	815
4. TOTAL (1, 2 & 3)	442	9. SPARE FUEL (8–7)	287
5. RES 10% of 4 (Min 20 mins)	56		

PRIVACY ACT STATEMENT	DATE	AIRCRAFT CALL SIGN	AIRCRAFT DESIG AND TD CODE
AUTHORITY: 10 USC 8012 and EO 9397 **PRINCIPAL PURPOSE:** To aid in the accurate identification of personnel participating in the filed flight. **ROUTINE USES:** To provide data required to process flight plans with appropriate air traffic service authorities. A file is retained by the agency processing the flight plan. **DISCLOSURE:** Voluntary; however, failure to provide the SSN could result in denial of flight Plan processing.	TODAY	VV5E296	T-34 T/A

BASE OPERATIONS USE

	TYPE FLT PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE
	I	222	NIP	1500	160	GNV V579 CTY V521 MAI V198 CEW NSE TROJN	NSE	1+29

REMARKS

REQUEST RADAR DEPARTURE

RANK AND HONOR CODE

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION
3+00	PNS	0+17		FLIMSY #	N/A	162272 / TW-5 / NSE

SIGNATURE OF APPROVAL AUTHORITY	CREW/PASSENGER LIST				ACTUAL DEP TIME (Z)	BASE OPERATIONS USE
		ATTACHED		SEE MANIFEST		

DUTY	NAME AND INITIALS	RANK	SSN	ORGANIZATION AND STATION
PILOT IN COMMAND	STUPID, I. B.	LT		FITU \ NSE

DD Form 175, MAY 86 Previous editions are obsolete. MILITARY FLIGHT PLAN

PRACTICE PROBLEM NUMBER FIVE ANSWERS

1. a.

2. d. Look for the nearest FSS on the L-17/L-18.

3. d. Look for the nearest PMSV in the FIH.

4. Look for the nearest PMSV in the FIH.

5. c. Look for the nearest "postage stamp" on the L-17/L-18.

6. b. The only approaches available are radar approaches; OPNAV 3710.7Q Figure 4-1 prohibits the use of radar approaches as the basis for selection of an alternate for the T-34.

7. a.

8. c.

9. d. Since you are landing on a runway other than 08, you must use circling minimums.

10. c. Look in the radar minimums section of the Approach Plates.

PRACTICE TEST

Directions:
1. Read the problem.
2. Complete the flight log and DD175.
3. Answer the questions.

Unit of assignment:	CTW5/NAS Whiting Field
Aircraft/BUNO/call sign:	T-34C/162321/6E603

AIRPORT	FORECAST WEATHER ± 1 HOUR
Dep: McGhee Tyson, TN	22010KT 4800 RA OVC008 QNH2992INS
Dest: Savannah/Hilton Head Intl, GA	27005KT 4800 HZ OVC010 QNH2998INS

ALTERNATES	
Beaufort MCAS, SC	32005KT 3200 HZ BKN007 QNH3000INS
McEntire ANG, SC	31010KT 2400 HZ BKN006 QNH2999INS
Grand Strand, SC	05008KT 3200 HZ BKN008 QNH3010INS

ROUTE

Plan to depart McGhee Tyson at 0900 local standard time via radar departure to KNITS intersection, V267 to Dublin VORTAC, V154 to Savannah VORTAC, for a VOR/DME – A approach to RWY 27 at Savannah International.

ALTERNATE AIRPORT	ROUTE OF FLIGHT
Beaufort MCAS	Direct Beaufort, direct COSAW for TACAN RWY 23 approach to land RWY 32.
McEntire ANG	V37 to Columbia VORTAC, direct MMT140012 for a LOC 32 approach to land RWY 32. ***** NOTAM*** (QCPAU)**
North Myrtle Beach/Grand Strand	V437 to Charleston VORTAC, V1 to Grand Strand VORTAC, for a VOR RWY 5 approach to RWY 5.

CLIMB DATA	
Air speed:	120 KCAS
Rate of climb:	1500 FPM
Wind/Temp:	180/10 -10°C
Fuel flow:	300 LBS/HR

CRUISE DATA	
Level-off altitude:	12000 FT
Air speed:	180 KCAS
Wind/Temp:	190/20 -15°C
Fuel flow:	250 LBS/HR

FUEL DATA	
Fuel on board:	815 LBS
Hours fuel on board:	3+00
Taxi and runup:	30 LBS
Fuel per approach:	30 LBS
Max endurance fuel flow:	168 LBS/HR

ADDITIONAL DATA	
Pilot's Instrument Rating:	Standard
Magnetic Variation:	5°W

PRACTICE TEST QUESTIONS

THE FOLLOWING FIVE QUESTIONS CONCERN YOUR FLIGHT LOG:

1. What is your climb true airspeed?_____

2. How many position reports would be required from takeoff to the destination IAF in a nonradar environment?_____

3. What is your ground speed from Harris to CORCE?_____

4. What is the distance from the departure airfield to the destination IAF?_____

5. What is your spare fuel?_____

THE FOLLOWING QUESTIONS CONCERN YOUR FLIGHT TO DESTINATION AND ALTERNATE AIRPORTS:

6. Is your destination weather forecast to be (a) above (b) below your lowest approach minimums?

   a. above b. below

7. To receive your IFR clearance prior to takeoff, you would call

   a. McGhee Tyson Clearance Delivery.
   b. McGhee Tyson Tower.
   c. Knoxville Ground.
   d. Knoxville Radio.

8. Using the ASR RWY 23L approach. What are your takeoff minimums?

   a. 200 1/2 c. 600-1 1/4
   b. 300-1 d. 800-3

9. After takeoff, how many minutes are required to climb to your flight planned altitude?

   a. 5 c. 7
   b. 6 d. 8

10. After takeoff which of the following voice reports would you use to contact departure control?

   a. "Knoxville departure, Navy 6E603, off McGhee Tyson, one thousand, climbing to one two thousand."
   b. "Knoxville departure, Navy 6E603, off McGhee Tyson."
   c. "Knoxville departure, Navy 6E603, climbing to one two thousand."
   d. "Knoxville departure, Navy 6E603, off McGhee Tyson IFR Savannah."

11. Passing KNITS intersection (in radar contact), departure control advises, "Navy 6E603, contact Atlanta Center on 256.9." Which of the following voice reports would you use to contact Atlanta Center?

a. "Atlanta Center, Navy 6E603, leaving (altitude) for one two thousand."
b. "Atlanta Center, Navy 6E603, forms."
c. "Atlanta Center, Navy 6E603, level one two thousand."
d. "Atlanta Center, Navy 6E603, estimating Harris (time) one two thousand, Dublin (time), Savannah."

12. After your initial call to Atlanta Center, center replies "Navy 6E603 roger, radar contact." What is the meaning of radar contact?

a. You should stop "squawk" on your transponder.
b. Your next position report will be made over Harris VORTAC.
c. You can expect stage III radar for the entire flight.
d. Further position reports are not required.

13. Which of the following NAVAID combinations define CORCE intersection?

a. Foothills and Athens
b. Foothills and Harris
c. Harris and Electric City
d. Harris and Athens

14. You are flying over Athens VORTAC. To change your destination airport, which of the following agencies would you contact?

a. Athens Radio
b. Atlanta Center
c. Macon Radio
d. Atlanta Pilot Service

15. At OCONE intersection (9 NM ESE of DUBLIN VORTAC) the minimum reception altitude is for what NAVAID?

a. Dublin VORTAC
b. Savannah VORTAC
c. Vienna VORTAC
d. Allendale VOR

16. Which of the following indications is the primary indication of station passage at Dublin VORTAC? (VOR only)

a. The VOR needle swings past the 90° position.
b. A DME reading of "zero".
c. The to/from indicator changes from "to" to "from".
d. The CDI needle swings back and forth.

17. Approaching the Athens VORTAC, you receive instructions to hold "south as depicted" at Athens. What type of holding is depicted?

a. Standard
b. Station-side
c. Nonstation-side
d. Nonstandard

18. On V154 from LOTTS Intersection to Savannah VORTAC what is the MOCA?

a. 3000
b. 1800
c. 2000
d. 2700

19. Can you receive the Automatic Terminal Information Service broadcast at Savannah?

a. Yes
b. No

20. Approach tells you the weather at Savannah is 400 feet ceiling with an RVR of 20. Do you have the minimums for the ILS RWY 9 approach? An RVR of 20 is the same as how many statute miles? (HINT: Use a conversion table.)

a. 2400 meters
b. Yes, 1/2 mile
c. No,3/8 mile
d. Yes,3/4 mile

21. You are approaching the Savannah VORTAC on V154. What is the minimum safe altitude for that quadrant?

a. 2600
b. 2200
c. 2000
d. 1800

22. You lose communications while enroute at your cruise altitude. If you arrive at the IAF prior to your ETA, at what altitude should you hold?

a. 12,000
b. 4000
c. 2000
d. MEA

23. Inbound to Savannah for the VOR/DME RWY 18 approach, you receive the following message: "Navy 6E603, Savannah Approach, descend to and maintain four thousand, hold north of TILLS as published, expect further clearance at (time)." On which radial would you hold?

a. 181
b. 001
c. 090
d. 270

24. What is your MDA for the VOR/DME-A approach to RWY 27 at Savannah?

a. 500
b. 470
c. 600
d. 520

25. During the VOR/DME-A approach, you would identify the final approach fix by which of the following indications?

a. When the altimeter reads 1200 feet.
b. A DME reading of "4.0".
c. To/from indicator changes from "to" to "from".
d. All of the above.

26. How would you identify the missed approach point? (DME INOP)

a. Upon reaching the MDA.
b. At 4.4 DME.
c. By timing from the FAF to the MAP.
d. Approach cannot be flown w/o DME.

27. On the ILS/LOC-36 approach at SAV, approach Control states the wind is 350 at 30 knots and you plan to maintain a TAS of 120 knots. How much time is required to fly from the final approach fix to the missed approach point?

a. 1 min. 30 sec.
b. 1 min. 57 sec.
c. 2 min. 56 sec.
d. 4 min. 20 sec.

28. At Savannah, the approach lighting system for RWY 9 has which of the following characteristics?

a. 1400 feet in length
b. high intensity lights
c. sequenced flashing lights
d. low intensity lights

29. What is the McEntire ANG Base NOTAM message given in the problem?

a. The alert area number is in meters.
b. The airport has an air navigation order master (LORAN STATION).
c. The TACAN is available to all runways until further notice.
d. PAR is not available.

30. Using the routing and approach specified in the problem, if you choose McEntire ANG Base as your alternate, which of the following types of approaches would you execute?

a. straight-in
b. arcing
c. 45-degree procedure turn
d. holding pattern

31. At McEntire ANG Base are the TACAN and S-LOC weather minimums the same?

a. yes
b. no

32. If you choose Grand Strand airport as your alternate, your approach controller would be

a. Myrtle Beach Approach Control
b. Grand Strand Tower
c. Florence Radio
d. Grand Strand Approach Control

33. What is the VIR-30A?

a. VHF COM
b. UHF COM
c. VOR NAV
d. VOR COM

34. At Grand Strand (DME malfunctioning), what would be your weather minimums for the VOR RWY 5 approach to RWY 5?

a. 460-1
b. 500-1
c. 700-1
d. 760-1

THE FOLLOWING QUESTIONS ARE TAKEN FROM GENERAL KNOWLEDGE:

35. The transponder used in the T-34 _____.

a. is an onboard radar unit
b. has altitude reporting capability
c. has identification friend or foe (IFF) capability
d. always reports altitude

36. Which of the following constitutes basic VFR minimums?

a. 3000-3
b. 3000-1
c. 1000-3
d. 1000-1

37. The allowable time tolerance for ADIZ penetration is _____.

a. plus or minus five minutes
b. plus or minus ten minutes
c. plus or minus two minutes
d. no tolerance is allowed

38. A Pollution Report (POLREP) should be made any time pollution is sighted _____.

a. within 200 nm of the U.S. shoreline
b. on the Great Lakes
c. on navigable rivers of the United States
d. both a and b

39. The U.S. Optical Landing System (OLS) located on the left side of RWY 9 at Jacksonville NAS is approximately _____ feet in height.

a. 7
b. 10
c. 15
d. 16

40. The initial approach fix for the TACAN RWY 11 approach to Dobbins ARB could be designated on a DD-175 as _____.

a. DOB 302012
b. DOB 286016
c. OCR 285017
d. DOB 122017

41. Obstacle departure procedures for RWY 32 at Raleigh-Durham, NC are:

a. Takeoff minimums with ASR available are 500-1/4.
b. Climb RWY heading to 3000 feet before turning left.
c. RWY 32 departures not authorized for Cat. C & D aircraft.
d. No departure procedures are listed.

42. How could you acquire NOTAMS for a flight from Marion County S.C. to NAS Whiting Field?

a. Call FSS at 1-800-NOTAMS1
b. www.notams.jcs.mil
c. Call FSS at 1-800-WXbrief
d. both b and c

43. On a DD-175 (IFR), the last entry in the "Route of Flight" section will be_____.

a. the point at which you leave the Victor Airways
b. the last NAVAID on your route of flight to your destination
c. the initial approach fix at your destination
d. the final approach fix at your destination

44. The frequency range of the VOR is_____.

a. 108.0 to 135.95 MHz
b. 225.00 to 399.95 MHz
c. 108.0 to 117.95 MHz
d. 190 to 535 KHz

PRACTICE PROBLEM NUMBER SIX

Directions:
1. Read the entire problem.
2. Complete the flight log and DD 175.
3. Answer the questions.

Unit of assignment:	CTW-5/NAS Whiting Field
Aircraft/BUNO/Call sign:	T-34C/162345/6E144

AIRPORT	FORECAST WEATHER + 1 HOUR
Dep: Pensacola NAS, FL	30005KT 2400 RA OVC010 QNH2990INS
Dest: Lawson AAF, GA	31010KT 3200 RA BKN012 QNH2988INS

ALTERNATES	
Cairns AAF, AL	31003KT 0800 BR OVC008 QNH2986INS
Dannelly Field, AL	32010KT 3200 RA BKN009 QNH2986INS
Southwest Georgia Regional, GA	29010KT 3200 RA OVC007 QNH2990INS

ROUTE

Plan to depart Pensacola NAS at 1300 local standard time via a radar departure to PENSI intersection, V198 to Crestview, V115 to CHAFF, V70 to Eufala VOR, V241 to OMAHO (IAF) for a VOR-A at Lawson AAF.

ALTERNATE AIRPORT	ROUTE OF FLIGHT
Cairns AAF	V241 to ABIDE, direct Cairns for a VOR RWY 6 approach to RWY 6.
Dannelly Field	Direct to PEECH, V323 to Montgomery for a VOR-A approach.
Southwest Georgia Regional	Direct to ABBET for a VOR RWY 16 approach, to land RWY 34.

CLIMB DATA	
Airspeed:	120 KCAS
Rate of climb:	1500 FPM
Wind/Temp:	020/15, +4°C.
Fuel flow:	300 LBS/HR

CRUISE DATA	
Airspeed:	170 KCAS
Level-off altitude:	11,000 FT
Wind/Temp:	030/20, -7°C
Fuel flow:	260 LBS/HR

FUEL DATA	
Fuel on board:	815 LBS
Hours fuel on board:	3+00
Taxi & run up:	30 LBS
Fuel for each approach:	30 LBS
Max endurance fuel flow:	168 LBS/HR

ADDITIONAL DATA	
Pilot's Instrument Rating:	Standard
Magnetic Variation:	1°W

PRACTICE PROBLEM NUMBER SIX QUESTIONS

1. _____ and _____ define CHAFF intersection.

2. How many position reports, to your destination, would you have if ATC radar is out? _____

3. How many miles could you save by requesting a change of flight plan from Crestview to Eufala via V241? _____ .

4. If you were to make the above request at PENSI intersection, who would you contact to make that change? _____ .

5. PMSV at Shaw AFB is _____ .

   a. less than continuous with weather radar
   b. less than continuous
   c. not available
   d. temporarily out of service

6. If you choose Dannelly as your alternate, transient maintenance is available for your type of aircraft.

   a. True
   b. False

7. Your FSS tie-in at Lawson AAF is _____.

8. Oxygen is available at Lawson AAF.

   a. True
   b. False

9. If you RON at Lawson AAF, who do you report to prior to leaving the flight line? _____ .

SINGLE-ENGINE JET FLIGHT LOG
CNATRA-GEN 3760/1 (REV. 7-78) S/N0197LLCF19482

DEP ELEV	CLNC DELIV	GND CONT	TOWER
NPA 30	131.4/268.7	121.7/336.4	126.6/340.2
ALT CORR	TIME OFF	TAS 131 198	LBS PH/PMIN 300 260

CLEARANCE TTC: 7 MIN

DEPARTURE

DEST ELEV 232 LSF	APC CONT 126025/278.5	TOWER 126.2/229.4	GND CONT 121.05/340.1

ROUTE / TO	IDENT / CHAN	CUS	DIST	ETE	ETA / ATA	LEG / FUEL	EFR / AFR	NOTES / GS
D	NUN		13+14	7+4		35+18	732	
PENSI	108.8	004	27	12		53		117 180
V-198	CEW						688	
CRESTVIEW	115.9	083	31	10		44		186
V-115	CEW						623	
PIGON	115.9	358	44	15		65		181
V-115	MGM						614	
CHAFF	112.1	021	6	2		9		178
V-70	MVC						588	
X	116.8	069	18	6		26		182
V-70	EUF						501	
EUFALA	109.2	076	61	20		87		184
V-241	EUF						483	
OMAHO	109.2	006	12	4		18		180
			199	1+08		306		
								FRCST ALT

ALTERNATE	ROUTE	ALTITUDE	TIME	FUEL
DANNELLY FLD MGM	V323 MGM	11,000	0+19	1+51
ALT ELEV 221	APC CONT 121.2/369.2	TOWER 360.85	GND CONT 121.7/348.6	

D	EUF						452	
PEECH	109.2	251	24	7		31		213
V-323	MGM	283					399	
MONTGMRY	112.1	282	40	12		53		204

(Over)

FUEL PLAN

1. CLIMB/ROUTE DEST IAF	302	6. START/TAXI	30
2. ROUTE ALT IAF (If required)	84	7. TOTAL REQUIRED (4, 5 & 6)	502
3. APPROACHES	30	8. TOTAL ABOARD	815
4. TOTAL (1, 2 & 3)	416	9. SPARE FUEL (8-7)	313
5. RES 10% of 4 (Min 20 mins)	56		

PRIVACY ACT STATEMENT	DATE	AIRCRAFT CALL SIGN	AIRCRAFT DESIG AND TD CODE
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BASE OPERATIONS USE

	TYPE FLT PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE
	I	198	NPA	1900	110	PENSI V198 CEW V115 CHAFF V70 EUF V241 OMAHO	LSF	1+08

REMARKS

REQUEST RADAR DEPARTURE

RANK AND HONOR CODE

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER FLIMSY #	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION
3+00	MGM	0+29			N/A	162345 / TW-5 / NSE

SIGNATURE OF APPROVAL AUTHORITY	CREW/PASSENGER LIST				ACTUAL DEP TIME (Z)	BASE OPERATIONS USE
		ATTACHED		SEE MANIFEST		

DUTY	NAME AND INITIALS	RANK	SSN	ORGANIZATION AND STATION
PILOT IN COMMAND	CLUE N. O.	CAPT		VT-6 / NSE

DD Form 175, MAY 86 Previous editions are obsolete. MILITARY FLIGHT PLAN

PRACTICE PROBLEM NUMBER SIX ANSWERS

1. MVC 069 & MGM 201 radials - Intersections are identified only by NAVAIDS.

2. 1

3. 15

4. Gainesville Radio - Look for the nearest FSS on the L-17/L-18.

5. a. - FIH

6. b. - The IFR supplement states, "Transient maintenance available for UH-60 only."

7. Macon - The tie-in FSS is listed in the IFR Supplement in the communications section.

8. b. - If oxygen was available, it would be listed in the IFR Supplement in the services section.

9. Base Operations - The IFR Supplement refers you to the AP/1 supplementary airport information.

10. 880 FT, Approach Plates - Since the ASR is on runways 15 and 33, and you are to land on runway 21, you must use the circling minimums.