

LIGHT GUN SIGNALS

SIGNAL	AIRCRAFT ON GROUND	AIRCRAFT IN FLIGHT
STEADY GREEN	CLEARED FOR TAKEOFF	CLEARED TO LAND
FLASHING GREEN	CLEARED TO TAXI	RETURN FOR LANDING
STEADY RED	STOP	GIVE WAY AND CONTINUE HOLDING
FLASHING RED	TAXI CLEAR OF RUNWAY IN USE	AIRPORT UNSAFE-DO NOT LAND
FLASHING WHITE	RETURN TO START POINT AT AIRPORT	NOT APPLICABLE
ALTERNATING RED AND GREEN	EXERCISE EXTREME CAUTION	EXERCISE EXTREME CAUTION

Flight Watch:122.0 Flight Service:122.2(and as published) MULTICOM:122.9

FLIGHT PLAN FORMAT

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|-----------------------------|-----------------------------|---------------------------|
| 1. TYPE (VFR/IFR) | 7. CRUISING ALTITUDE | 13. ALTERNATE AIRPORT(S) |
| 2. AIRCRAFT IDENTIFICATION | 8. ROUTE OF FLIGHT | 14. PILOT NAME/CNTCT INFO |
| 3. AIRCRAFT TYPE/EQUIP CODE | 9. DESTINATION | 15. NUMBER ONBOARD |
| 4. TRUE AIRSPEED | 10. ESTIMATED TIME ENROUTE | 16. COLOR OF AIRCRAFT |
| 5. DEPARTURE POINT | 11. REMARKS | 17. DESTINATION CONTACT |
| 6. DEPARTURE TIME (Z) | 12. FUEL ON BOARD (HRS/MIN) | |

SPECIAL EQUIPMENT SUFFIX CODES:

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| U – Transponder w/ mode C, no DME | A – Transponder w. mode C and DME |
| G – GPS with enroute and terminal capability | I – RNAV, Transponder w/ mode C |

PILOT REPORT FORMAT

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| 1. LOCATION | 6. PRECIP TYPE (RAIN, DRIZZLE, SNOW, HAIL) |
| 2. ALTITUDE | 7. TEMPERATURE |
| 3. AIRCRAFT TYPE | 8. WIND DIRECTION AND SPEED |
| 4. CLOUD COVERAGE BASE AND TOPS | 9. ICING (TRACE, LIGHT, MODERATE, SEVERE) |
| 5. VISIBILITY (HAZE, MIST, FOG, SMOKE) | 10. REMARKS |

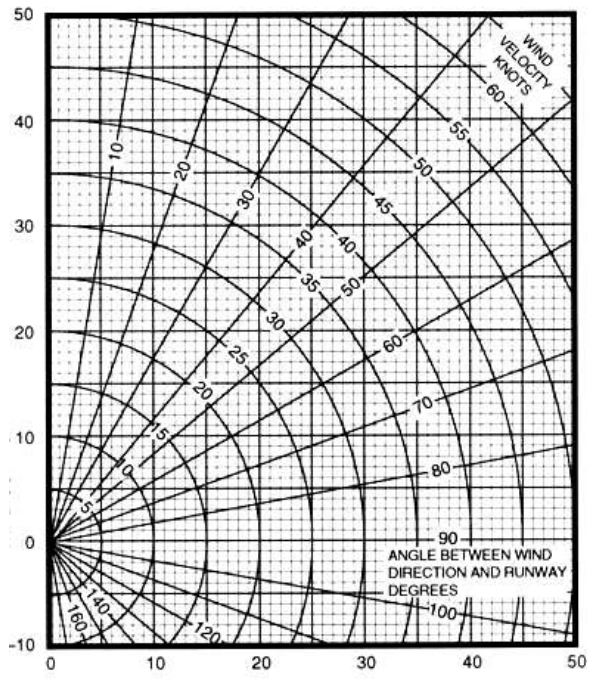
THE 5 HAZARDOUS ATTITUDES AND THEIR ANTIDOTES

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| 1. ANTI-AUTHORITY: DON'T TELL ME | FOLLOW THE RULES, THEY ARE USUALLY RIGHT |
| 2. IMPULSIVITY: DO SOMETHING QUICKLY | NOT SO FAST, THINK FIRST, RESPOND, DON'T REACT |
| 3. INVULNERABILITY: WON'T HAPPEN TO ME | IN COULD VERY WELL HAPPEN SO BE PREPARED |
| 4. MACHO: I CAN DO IT | TAKING CHANCES IS FOOLISH |
| 5. RESIGNATION: WHAT'S THE USE? | I'M NOT HELPLESS, I CAN MAKE A DIFFERENCE |

RADIO PROCEDURES

INITIAL CONTACT – 'HEY YOU, IT'S ME, HERE'S WHERE I'M AT, AND I'VE COPIED ATIS'
"WHIDBEY APPROACH, ARROW 2611R, 15NM SOUTH WITH INFORMATION CHARLIE"

ACKNOWLEDGING COMMS –REPEAT THE REALLY IMPORTANT STUFF, THEN YOUR CALLSIGN
"ENTER A RIGHT BASE FOR RUNWAY 25 LONG, CHEROKEE 2FL" (may abbr CS after initial call)



ASOS PHONE NUMBERS

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| KNUW | NASWI |
| KBLI | 360-671-8688 |
| KBVS | 360-757-7767 |
| KORS | 360-376-6045 |
| KPAE | 425-355-6192 |
| KELN | 509-925-2040 |
| KPWT | 360-674-2811 |
| KCLM | 360-457-1-70 |
| KSEA | 206-763-6904 |
| KBFI | 206-763-6904 |
| KAWO | 360-435-8045 |
| KSHN | 360-427-3835 |
| KGEG | 509-624-4406 |

BASE PHONE NUMBERS

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|-----------------|--------------|
| MNGR | 360-914-7679 |
| CCFI | 360-929-1524 |
| WX | 360-257-2244 |
| ODO | 360-257-2681 |
| RADAR/TOWER SUP | 360-257-2887 |

BASIC VFR WEATHER MINIMUMS (WINFC MINS ARE HIGHER)

AIRSPACE	FLT VISIBILITY	DISTANCE FROM CLOUDS
CLASS A	Not Applicable	Not Applicable (must be on IFR clearance)
CLASS B	3 SM	CLEAR OF CLOUDS
CLASS C	3 SM	500' BELOW, 1000' ABOVE, 2000' HORIZONTALLY
CLASS D	3 SM	500' BELOW, 1000' ABOVE, 2000' HORIZONTALLY
CLASS E < 10K	3 SM	500' BELOW, 1000' ABOVE, 2000' HORIZONTALLY
CLASS E > 10K	5 SM	1000' BELOW, 1000' ABOVE, 1 SM HORIZONTALLY
CL G <1200' Day	1 SM	CLEAR OF CLOUDS
CL G <1200' Night	3 SM	500' BELOW, 1000' ABOVE, 2000' HORIZONTALLY

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| NUW ATIS | 134.15 | NUW TWR | 127.9 |
| NUW GROUND | 121.75 | NUW CLNC DEL | 135.1 |
| NUW ILS | 110.1 | NUW DME | 113.8 |
| NUW APP EAST | 120.7 | NUW APP WEST | 118.2 |
| CVV VOR | 117.2 | PAE VOR | 110.6 |