Lambert Conformal Conic Projection Standard Parrallels 33° and 45°

AERONAUTICAL SYMBOLS

AIRPORTS WITH FACILITIES — LAND, WATER

Civil

Military

Airports with hard surfaced runways

AIRPORTS WITH EMERGENCY OR NO FACILITIES — LAND, WATER

Landing area

Anchorage

AIRPORT DATA

FSS AIRVILLE 1100 L 35 118.7 — Airports with traffic areas or FSS advisory service

AIRVILLE 1200 L 25 — Other airports (no traffic area, no airport advisory service on FSS)

Airport name; Minimum lighting (*by proir request only); Elevation in feet; Instrument Landing System; Length of longest runway to nearest hundred feet; Unicom; Ground Control Approach; Direction Finder; Control tower transmitting frequency

AIRVILLE 1200 *L 60 U / ILS DF GCA / 278 118.7 126.2

AIR NAVIGATION LIGHTS

Airport with beacon

Marine light

RADIO FACILITIES

All VHF radio facility data are printed in blue; LF/MF radio facility data are printed in magenta

VHF airway

Radiobeacon (nondirectional; homing or H beacon)

Data for Radiobeacon

Airport control zone

VHF Omni-directional radio range

Data for VHF Omnirange

MADISON 400 MSN No voice

VORTAC MILWAUKEE 116.4 Ch 111 MKE

CONTROLLED AIRSPACE

700′ VFR ceiling

1200′ VFR ceiling

MISCELLANEOUS

Standard broadcasting station — BS KTCN 1410

Isogonic line (magnetic variation 1965) — 5°E

Obstruction — 1740

Restricted Area — R-6901

MINNEAPOLIS-ST. PAUL AREA CHART

Scale: 1 Inch = approx. 8 Statute Miles

MILWAUKEE AREA CHART

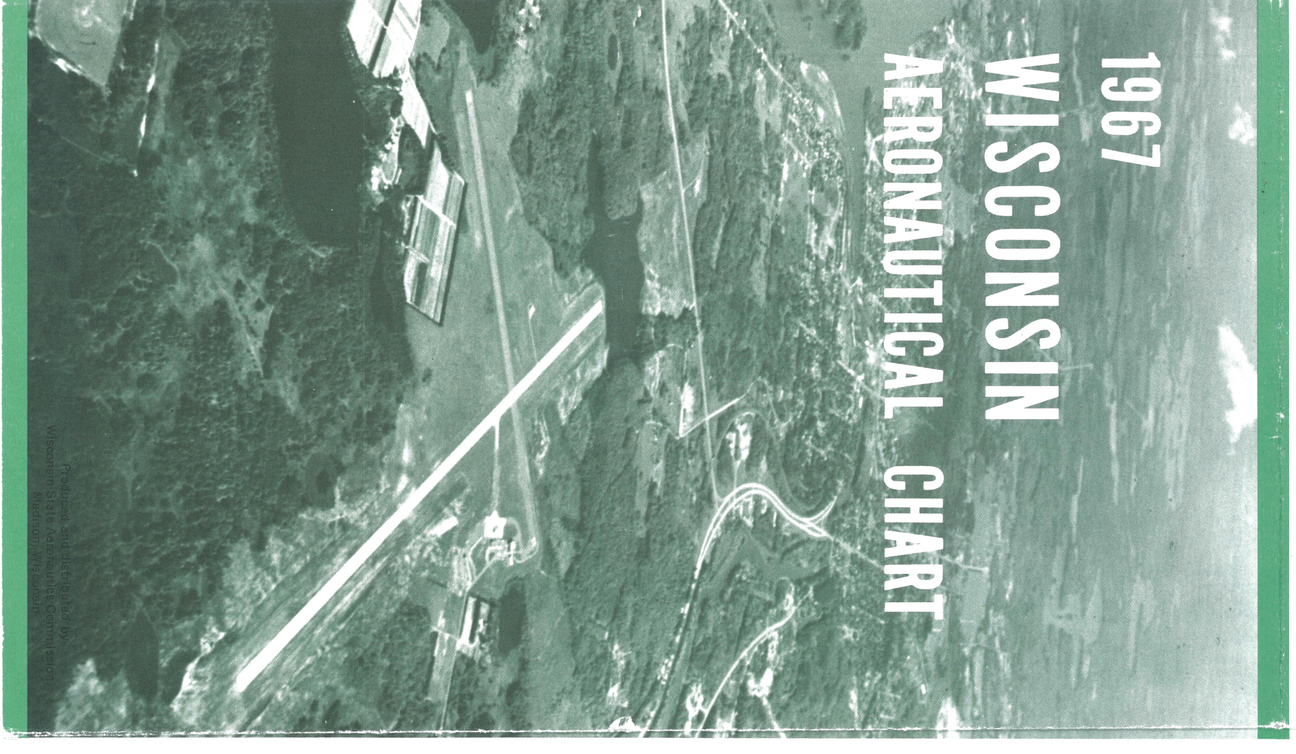
Scale: 1 Inch = approx. 4 Statute Miles

Scale 1:1,000,000
1 Inch = approx. 16 Statute Miles

CHICAGO AREA CHART

Scale: 1 Inch = approx. 8 Statute Miles

Aeronautical information on this chart is up to date as of February 1, 1967. Consult latest Navigation Aids for status of aeronautical facilities.



WISCONSIN WELCOMES YOU

Wisconsin is keenly aware of the benefits of air travel and the continuing need to make your air trips to our communities safe and convenient.

We recognize that it is increasingly more important to conduct business with the assistance of air service and our State encourages its communities to constantly improve our airports and build new ones where needed.

Wisconsin welcomes your visit for business or pleasure. We invite you to enjoy our beautiful and magnificent land and its great resources for industry and commerce.

I hope you will visit Wisconsin often.

Very truly yours,

Warren P. Knowles
Governor

IFR APPROACH EQUIPPED AIRPORTS

The following data relating to the IFR approach equipped airports is provided to aid VFR flight in the vicinity of such airports. Use of the data will help airport traffic controllers, aid pilots making VFR position reports, speed up clearances, reduce pilot work load, and enable pilots to give maximum attention to communications and other air traffic.

WISCONSIN

APPLETON
OUTAGAMIE COUNTY AIRPORT RBn ATW/407 GRB AC 119.4 U *Menasha Int.* 314° 4.8 nm to Sta.; *Medina Int.* 104° 3.9 nm to Sta.

BARABOO
BELL AIRPORT (L) BVORTAC DLL/110.4 DLL Radio CH 41 R 122.1 U 190° 1.8 nm to airport

EAU CLAIRE
EAU CLAIRE AIRPORT (L) BVORTAC EAU/112.9 EAU Radio CH 76 122.2 126.7 123.6 255.4 U 187° 2.1 nm to airport

FOND DU LAC
FOND DU LAC COUNTY AIRPORT RBn FLD/248 Radar OSH FSS U *Eldorado Int.* 091° 4.5 nm to Sta.

GREEN BAY
§**AUSTIN STRAUBEL** *IFR* 7 SW **FSS:** GREEN BAY on Fld
694 H77/6–24(3) BL4, 6, 8 S5 F4 U2 DT2 **RVR:** Rnwy 6
Remarks: U.S. Customs Indg rgts arpt. 1166′ (2049′ MSL) and 1149′ (2049′ MSL) twrs 7.5 NM SE
Green Bay Tower 118.7 122.5R 109.5T **Gnd Con** 121.9
Green Bay App Con 119.4
VFR ADV Ctc App Con on 119.4.
ILS 109.5 I–GRB Apch Brg 059° **LOM:** 356/GR
Green Bay (H) BVORTAC 117.0/ GRB 145° 4.6 NM to fld.
VHF/DF Ctc FSS.

JANESVILLE
ROCK COUNTY *IFR* 4 SW **FSS:** ROCKFORD (LC EN5639)
808 H54/4–22(3) BL6, 11 S5 F4 JP1 U2 DT2
REIL: Rnwy 4
Remarks: Rnwy 22 threshold displaced 698′ NE. Lndg length 4702′; rnwy 31 threshold displaced 449′ NW, Indg length 4957′.
Tower[1] 121.2 122.7R 121.5[2] **Gnd Con** 121.9
Rockford App Con 119.6
(L) BVORTAC 113.4/JVL
Remarks: [1]Opers 0600–2200 lcl time. [2]Thru Rockford FSS.

LA CROSSE
LA CROSSE AIRPORT RBn LSE/371 142° 4.3 nm to Apt. (T)BVOR LSE/108.4 LSE Radio 122.2 123.6 126.7 255.4 U *Midway Int.* 138° 5.1 nm to Sta. *Ronnie Int.* 001° 5.6 nm to Sta.

LAND O'LAKES
KING'S LAND O'LAKES AIRPORT RBn LNL/396 U Pro. turn within 10nm 130° to Sta.

MADISON
§**TRUAX FIELD** *IFR* 5 NE **FSS:** MADISON on Fld
859 H76/18–36(4) (S–150, T–190, TT–310) BL4, 8A, 9 S5 F5, JP4, JP5 U2 DT1 **RVV:** Rnwy 18 **RVR:** Rnwy 36
Remarks: Taxi on hard surface areas only.
Madison Tower 119.3 126.2 122.5R 115.5T **Gnd Con** 121.9
Madison App Con 120.1 126.2 109.9T
Madison Dep Con 118.8
VFR ADV Ctc App Con on 120.1.
ILS 109.9 I–MSI Apch Brg 359° **LOM:** 400/MSN
Madison RBn MHW 400/MSN 359° 3.9 NM to fld.
Truax (L) BVOR 115.5/TAX at fld.
VHF/DF Ctc FSS.
Remarks: LOM is MHW

MANITOWOC
MANITOWOC AIRPORT (T)BVOR MTW/111.0 MTW Radio 122.1R 126.7R *Larrabee Int.* 162° 7.2 nm to Sta. Within 10 nm of Sta. 355° to Sta.

MARSHFIELD
MARSHFIELD AIRPORT RBn MFI/391 U *Chile Int.* 087° 2.8 nm to Sta. *Jct. City Int.* 281° 14.5 nm to Sta. Within 10 nm 033° to Sta.

MILWAUKEE
§**TIMMERMAN FIELD** *IFR* 5 NW **FSS:** MILWAUKEE (DL)
745 H41/15L–33R(2) (Max-15) BL4 S5 F4 U-2 DT1
Remarks: P-line E, NE. 1105′ (1753′ MSL) and 1078′ (1720′ MSL) twrs 6 NM E. 1035′ (1685′ MSL) twr 6 NM ESE. Clsd all jet acft without prior permission from County Arpt Director except emgcy.
Tower[1] 120.5 122.5R 121.5[4] **Gnd Con** 121.7
Radar Services:
Milwaukee App Con 126.5[3] 126.2 123.8[2] 116.4T 110.3T 242T
Milwaukee Dep Con 118.0 126.2 122.7R 118.6
Tfc Info Ctc Milwaukee App con 123.8 E sector; 126.5 W sector.
Timmerman (L) BVOR 108.6/MWC on fld.
Remarks: [1]Oper 1200–0400Z. [2]360–179. [3]180–359. [4]Thru Mitchell Twr or Milwaukee FSS.

MILWAUKEE
§**GENERAL MITCHELL FLD** *IFR* 5 S **FSS:** MILWAUKEE on Fld
722 H99/1–19(4) (S–100. T–185, TT–350) BL4, 5, 6, 8A, 9 S5 F5, JP1 U2 DT1 **RVR:** Rnwys 1, 7R
Remarks: U.S. Customs Indg rgts arpt. Air carrier turbo-jet trng Indgs and tkofs prohibited 0330–1100Z. Tkofs permitted rnwy 7R btn 040–100° and wind velocity greater than 10 knots only.
Milwaukee Tower 119.1 126.2 122.7R **Gnd Con** 121.9
Clrnc Del 120.0
ATIS: 110.7
Radar Services: (BCN)
Milwaukee App Con 123.8[4] 126.5[5] 118.0[6] 118.6 126.2 122.7R 116.4T
Milwaukee Dep Con 123.8[4] 126.5[5] 118.0[6] 118.6 126.2 122.7R 116.4T
ILS 110.3 I–MKE Apch Brg 006° **LOM:** 410/MK
110.7[3] I–GMF Apch Brg 070° BC unusable **LOM:** 242/GM
Milwaukee (H) BVORTAC 116.4/MKE 118° 19.2 NM to fld.
Mitchell RBn H–SAB 242●/GM 070° 5.8 to rnwy 7R
North Park RBn MHW 278/ILW 186° 6.1 to rnwy 19.
VHF/DF Ctc twr.
Remarks: VOT: 109.0.

OSHKOSH
§**WINNEBAGO CO** *IFR* 1 SW **FSS:** GREEN BAY (DL)
795 H58/9–27(4) BL6 S5 F4, JP4 U2 DT2
Remarks: Rnwys 4–22, 13–31 not plowed winters.
Oshkosh Tower[1] 120.7 122.5R 395T **Gnd Con** 121.9
Tfc Info App Con Radar vector service to final apch crs from Chicago ARTCC on 124.4.
ILS 110.5 I–OSH Apch Brg 089° **LOM:** 395/OS
Oshkosh (L) BVOR 111.8/OSH at fld.
Remarks: [1]Oper 1300–0500Z

RACINE
HORLICK-RACINE AIRPORT RBn RAC/260 MKE AC 123.8 360° to 179° 126.5 180° to 359° 242. 116.4 126.2 307 U Within 10 nm 208° to Sta. Radar Available

RHINELANDER
RHINELANDER-ONEIDA COUNTY AIRPORT (L)BVORTAC RHI/109.2 RHI Radio CH 29 122.1R Within 10 nm 047° to Sta.; Within 10 nm 140° to Sta.; Within 10 nm 236° to Sta.

SHEBOYGAN
SHEBOYGAN COUNTY MEMORIAL AIRPORT RBn SBM/254 U Within 10 nm 200° to Sta.

STEVENS POINT
STEVENS POINT AIRPORT (L)BVOR-DME STE/110.6 STE Radio CH 43 122.1R Within 10 nm 202° to Sta.; Within 10 nm 289° to Sta.

WAUKESHA
WAUKESHA COUNTY AIRPORT (H)BVORTAC MKE/116.4 MKE Radio CH 111 122.2 126.7 123.6 255.4 MKE AC 360° to 179° 123.8 180° to 359° 126.5 U Radar 152° 5 nm to Apt.

WAUSAU
WAUSAU AIRPORT (L)BVORTAC AUW/111.6 AUW Radio CH 53 122.2 123.6 126.7 255.4 339° 4.9 nm to Sta.

ILLINOIS

CHICAGO (West Chicago)
§**DUPAGE COUNTY** *IFR* 3NW **FSS:** JOLIET (DL)
758 H40/10–28(3) (Max-15) BL4,9*,13 S5 F4 JP4 U2 DT2
Remarks: *Non-standard, 1000′ down cntr-line. Rnwy 5–23 clsd to all twin eng acft in winds below 15 kts.
Tower[1] 120.9 122.5R ~~121.5~~ **Gnd Con** 121.7
Remarks: [1]Oper 0600–2200 lcl time.

CHICAGO
§**MERRILL C MEIGS FIELD** 1E **FSS:** JOLIET (DL)
592 H39/18–36(1) (MAX 15) BL6,11 F4 JP1 U2 DT2
REIL: rnwy 36.
Remarks: U.S. Customs Indgs rights arpt. No student flying permitted. Fld clsd under following 90° to rnwy wind conditions: (1) 15 knots or more to acft 1,500 lbs or less. (2) 20 knots or more to single eng acft except tricycle or caster gear acft. (3) 25 knots or more to all acft. Fld clsd daily to all opers btn hrs 2400 and 0600 lcl time due no safety or svcs facs: no lgtg except obstn lgts dur this period. Rgt tfc N.
Meigs Tower[1] 121.3 122.5R ~~121.5~~ [1]Oper 0600–2400.
Chicago Dep Con: 119.5 **Gnd Con** 121.9

§**CHICAGO-MIDWAY** *IFR* 9SW AOE **FSS:** JOLIET (DL)
619 H65/13R–31L(6) BL2,4,6,8A,9,11 S5 F5, JP1 U2 DT2
Remarks: Two hrs adv notice rqrd to provide svc outside business hrs and on holiday plus overtime charges. Acft for which svcs of Public Health and Immigration rqrd must Ind Chicago-O'Hare Intl Arpt.
Midway Tower[1] 118.7 119.2 126.2 122.7R 123.7 109.9T
Gnd Con 121.7
Radar Services:
Chicago App Con 119.5
Chicago Dep Con[1] 119.5
Tfc Info Ctc Chicago App Con on 119.5.
VFR ADV: Ctc twr on 119.2
ILS 109.9[3] I–MDW Apch Brg 132° BC unusable **LOM:** 219/MD
109.5[4] I–MXT Apch Brg 312° BC unusable **LOM:** 248/MX
Chicago RBn H–SAB 350●/MDW 152° 2.2 NM to fld.
VHF/DF Ctc twr.
Remarks: [4]Glide slope rnwy 31L not comsnd.
LOM is Kedzie MHW. **VOT:** 111.0.

§**CHICAGO-O'HARE INTL** *IFR* 14NW **FSS:** JOLIET (DL)
667 H116/14R–32L(5) BL5,6,8A,9,10,11 S5 F5 JP1, JP4 U2
VASI: Rnwy 22.
Remarks: U.S. Customs Indg rgts arpt. Motel sign 1¾ mi from apch end of rnwy 32L maybe mistaken for apch lgts.
O'Hare Tower 118.1 126.2 122.6R 120.7 113.9T 110.1T 109.7T
‡Clrnc Del 121.6 **Gnd Con** 121.9
ATIS: 124.2, 113.9
Radar Services: (BCN)
Chicago App Con 125.7[1] 126.2 124.7 122.6R 119.0[2] 118.4 113.9T 110.1T 109.7T
Chicago Dep Con 125.4[1] 125.0[2]
Tfc Info All inbnd acft ctc Chicago App Con on 119.0 from the E, 125.7 from the W.
VFR ADV: 127.4
ILS 109.7 I–ORD Apch Brg 138° (14R) **LOM:** 394/OR
110.1 I–OHA Apch Brg 138° **LOM:** 368/OH
110.5 I–IAC Apch Brg 268° BC unusable **LOM:** 414/IA
109.1 I–RVG Apch Brg 318° **LOM:** 257/RV
108.7 I–IDN Apch Brg 318° **LOM:** 385/D
111.3 I–HNA Apch Brg 038° **LOM:**[6] 230/HN
(L) VORTAC 113.9/ORD on fld.
VHF/DF Ctc twr.

ROCKFORD
§**GREATER ROCKFORD** *IFR* 4S **FSS:** ROCKFORD on Fld
735 H60/18–36(3) BL4,6,8A,9 S5 F5, JP1 U2 DT2
Rockford Tower 118.3 122.5R 109.3T 362T **Gnd Con** 121.9
VFR ADV Ctc App Con on 124.9
Rockford App Con 124.9 118.3 122.5R
ILS 109.3 I–RFD Apch Brg 002° **LOM:** 275/RF
Rockford (L) BVORTAC 110.8/RFD 114° 6.0NM to fld.

MINNESOTA

§**DULUTH INTL** *IFR* 5NW (AOE) **FSS:** HIBBING
1429 H101/9–27(3) BL4,6,8A,9,10 F5, JP4 DT2
Remarks: 1000′ overruns rnwy 9–27.
Tower 118.3 122.5R **Gnd Con** 121.9
Radar Services: (BCN)
App Con 125.8 122.5R 112.6T 110.3T
Dep Con 126.2
Tfc Info Ctc App Con on 125.8
ILS[1] 110.3 I–DLH Apch Brg 087° **LOM:** 379/DL
(H)BVORTAC 112.6/DLH 012° 2.2 NM to rnwy 3.
RBn H–SAB 379●/DL 087° 5.6 NM to rnwy 9.
Remarks: Acft arriving Duluth with proper freq are requested to make initial ctc with Duluth App Con at least 15 min out on 125.8 regardless of wx. LOM is H–SAB.

MINNEAPOLIS
§**CRYSTAL** *IFR* 8NW **FSS:** MINNEAPOLIS (DL)
869 H32/13L–31(2) (S–21) BL5 S5 F4
Remarks: Portions of arpt not visible from twr. Rnwy 5L–23R threshold displaced 400′ Indg distance avbl 2100′.
Tower [1]120.7 122.5R **Gnd Con** 121.9
Radar Services:
Minneapolis App Con 120.0 121.2 126.5 122.7R
Minneapolis Dep Con 119.3
Tfc Info: Ctc Minneapolis App Con 126.5.
Remarks: [1]Oper 0600–2200.

§**FLYING CLOUD** *IFR* 11SW **FSS:** MINNEAPOLIS (DL)
909 H36/9L–27R(3) (S–14) BL5,11 S5 F4
REIL: Rnwy 9L
Tower[1] 118.1 122.5R **Gnd Con** 121.7
Radar Services:
Minneapolis App Con 120.0 121.2 126.5 122.7R
Minneapolis Dep Con 119.3
Tfc Info: Ctc Minneapolis App Con 126.5.
(L) BVOR 111.8/FCM at fld.
Remarks: [1]Oper 0600–2200.

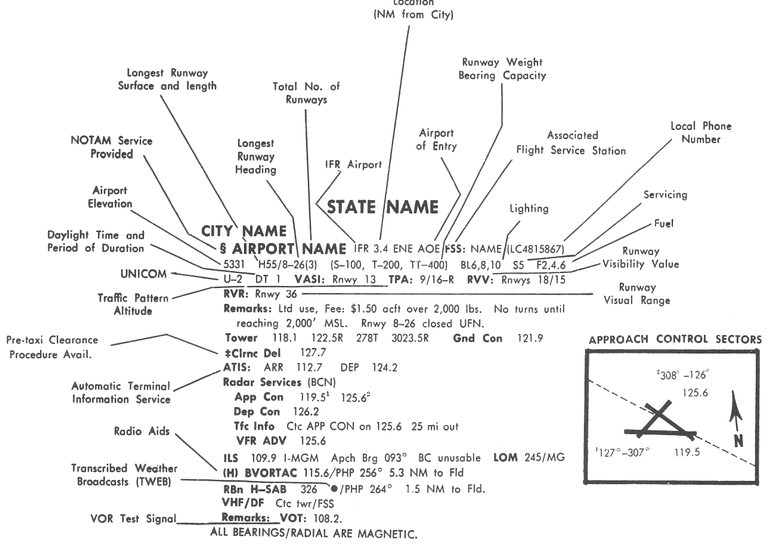
§**MINNEAPOLIS-ST. PAUL iNTL (Wold Chamberlain)** *IFR* 6S **FSS:** MINNEAPOLIS on Fld
840 H100/11R–29L(3) BL6,8A,9,10,11 S5, F5 JP1, JP4 U2
REIL Rnwy 11R, 22
Remarks: U.S. Customs Indg rgts arpt. Twr unable to see all areas of arpt.
Minneapolis Tower 118.7 126.2 122.7R **Gnd Con** 121.9
Clrnc Del 119.55
Radar Services: (BCN)
Minneapolis App Con 120.0 126.5 122.7R 121.2 117.3T 110.37 109.39
Minneapolis Dep Con 119.3
Tfc Info Ctc App Con on 126.5
ILS 110.3 I–MSP Apch Brg 295° **LOM:**[3] 266/MS
109.3[1] I–APL Apch Brg 039° **LOM:** 338/AP
(H) BVORTAC 117.3/MSP 154° 16.5NM to fld.
RBn H–SAB 266●/MS 295° 5.5 NM to Rnwy 29L
VHF/DF: ctc FSS.
Remarks: [2]LOM is H-SAB. **VOT:** 111.0.

§**ROCHESTER MUNI** *IFR* 7S **FSS:** ROCHESTER on Fld
1316 H64/13–31(2) BL4,6,8A,9 S5 F4, JP4 U2
Tower 118.3 122.5R 121.9 278Tx **Gnd Con** 121.9
VFR ADV Ctc App Con on 119.8
App Con 119.8 122.5R 112.0T 109.9T
ILS 109.9[1] I–RST Apch Brg 307° **LOM:** 254/RS
(L) BVOR/DME 112.0/RST 025° 8.3NM to fld.

ST PAUL
§**ST PAUL-DOWNTOWN (Holman Fld)** *IFR* 1S **FSS:** MINNEAPOLIS (DL)
703 H55/12–30(3) (S–54, T–87, TT–160) BL2,5,11 S5 F5, JP5 U2
REIL: Rnwy 30
Remarks: 4562′ avbl Indg rnwy 12.
St. Paul Tower [1]119.1 122.5R **Gnd Con** 121.7
Radar Services:
Minneapolis App Con 120.0 121.2 126.5 122.7R 117.3T 111.8T 110.3T 109.3T 266T
Minneapolis Dep Con 119.3
Tfc Info Ctc Minneapolis App Con on 126.5.
St Paul (T)BVOR 108.6/STP 289° 4.6NM to fld.
Remarks: [1]Oper 0600–2200 lcl time.

SAMPLE

Location
(NM from City)



FLIGHT PLAN INFORMATION

FEDERAL AVIATION AGENCY
FLIGHT PLAN
FORM APPROVED BUDGET BUREAU NO. 04-R072.2

1. TYPE OF FLIGHT PLAN	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE	4. TRUE AIRSPEED	5. DEPARTURE TIME PROPOSED (Z)	ACTUAL (Z)
☐ FVFR ☑ VFR ☐ IFR ☐ DVFR	N3630P	PA-22	105 KNOTS	2100	

6. INITIAL CRUISING ALTITUDE	7. POINT OF DEPARTURE	8. ROUTE OF FLIGHT
45	MSN	DIRECT LNR DIRECT LSE DIRECT MSP

9. DESTINATION (Name of airport and city)	10. ESTIMATED TIME EN ROUTE HOURS	MINUTES	11. FUEL ON BOARD HOURS	MINUTES	12. ALTERNATE AIRPORT(S)
MSP	2	10	4	00	

13. REMARKS: REQUEST FLIGHT FOLLOWING

14. PILOT'S NAME	15. PILOT'S ADDRESS OR AIRCRAFT HOME BASE	16. NO. OF PERSONS ABOARD
GUY LARSON	4802 SHEBOYGAN AVE. MADISON, WIS.	3

17. COLOR OF AIRCRAFT	18. FLIGHT WATCH
GREEN & WHITE	LSE/MSP

FAA Form 398 (7-64) USE PREVIOUS EDITION — **CLOSE FLIGHT PLAN UPON ARRIVAL** — GPO : 1964 OF—739-500 SEE REVERSE (7233)

VFR FLIGHT PLAN.—It is not required that a VFR Flight Plan be filed, but it is in the pilot's own interest to do so. It materially assists Search and Rescue operations, should these become necessary.

To file a Flight Plan, the information shown on the above Form is required.

IFR FLIGHT PLAN.—For flight subject to Instrument Flight Rules, the filing of an IFR Flight Plan is mandatory. Flight Plans may be submitted to the nearest Flight Service Station, Airport Traffic Control Tower, or Air Route Traffic Control Center, either in person or by telephone (by radio. if no other means is available).

WEATHER - FLIGHT INFORMATION SERVICE

Location	Class	Phone No.
Chicago, Ill.	WB	686-5055
Davenport, Iowa	WB	326-2677
Dubuque, Iowa	WB	582-3171
Duluth, Minn.	WB	722-7982
Eau Claire	FSS	835-9642
Green Bay	FSS	494-7417
Joliet, Ill.	FSS	725-3140
Hibbing, Minn.	FSS	262.1820
Houghton, Mich.	FSS	482-0380
La Crosse	FSS	785-1225
Lone Rock	FSS	583-2661
Madison	FSS	244-1033
	WB	249-6644
Milwaukee	FSS	481-4414
	WB	744-5860
Minneapolis, Minn.	FSS	PA9-9386
	WB	PA9-4429
Rockford, Ill.	FSS	965-6758
	WB	963-5816
Wausau	FSS	845-7396

RADIOTELEGRAPH CODE AND PHONETIC ALPHABET

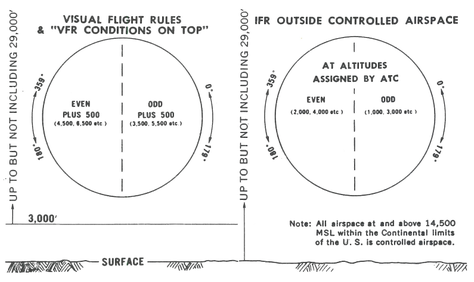
INTERNATIONAL (ICAO)

A—ALFA ·—	K—KILO —·—	U—UNIFORM ··—	0—ZE-RO —— —— —— ——
B—BRAVO —···	L—LIMA ·—··	V—VICTOR ···—	1—WUN ·—— —— —— ——
C—CHARLIE —·—·	M—MIKE ——	W—WHISKEY ·——	2—TOO ··—— —— ——
D—DELTA —··	N—NOVEMBER —·	X—XRAY —··—	3—TREE ···—— ——
E—ECHO ·	O—OSCAR —— ——	Y—YANKEE —·——	4—FOW-er ····—
F—FOXTROT ··—·	P—PAPA ·——·	Z—ZULU ——··	5—FIFE ·····
G—GOLF ——·	Q—QUEBEC ——·—		6—SIX —····
H—HOTEL ····	R—ROMEO ·—·		7—SEV-en ——···
I—INDIA ··	S—SIERRA ···		8—AIT ——····
J—JULIETT ·———	T—TANGO —		9—NIN-er ——— —··

SIGNAL LIGHT PROCEDURES

SIGNAL	ON GROUND	IN FLIGHT
STEADY GREEN	Cleared for take-off	Cleared to land
FLASHING GREEN	Cleared to taxi	Return for landing (to be followed by steady green at proper time)
STEADY RED	Stop	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of landing area (runway in use)	Airport unsafe — Do not land
FLASHING WHITE	Return to starting point on airport	
ALTERNATING RED & GREEN	General warning – Exercise extreme caution	

CRUISING ALTITUDES OUTSIDE CONTROL AREAS AND ZONES

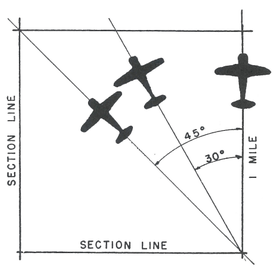


GROUND SPEED CHART

(Using Section Lines)

Time *Interval	Ground Course Angle 0 Degrees	30 Degrees	45 Degrees
20 Secs.	180 MPH	208 MPH	255 MPH
25 "	144 "	167 "	205 "
30 "	120 "	139 "	170 "
35 "	103 "	119 "	146 "
40 "	90 "	104 "	127 "
45 "	80 "	92 "	113 "
50 "	72 "	83 "	102 "
55 "	65 "	76 "	93 "
60 "	60 "	69 "	85 "

*Across one mile.



CEILING AND VISIBILITY MINIMUMS VFR FLIGHT

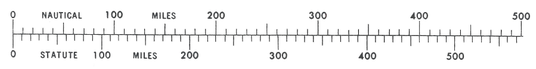
	VISIBILITY	DISTANCE FROM CLOUDS	
CONTROL ZONE	3 miles[1]	500 feet under[1] 1,000 feet over[1] 2,000 feet horizontally[1] and 1,000-foot ceiling	
CONTROL AREA AND TRANSITION AREA	3 miles	500 feet under 1,000 feet over 2,000 feet horizontally	
CONTINENTAL CONTROL AREA	5 miles	1,000 feet under 1,000 feet over 1 mile horizontally	
OUTSIDE CONTROLLED AIRSPACE	1 mile[2]	1200 feet or BELOW	ABOVE 1200 feet
		clear of clouds	500 feet under 1,000 feet over 2,000 feet horizontally

[1] If traffic conditions permit, air traffic control will issue an air traffic clearance for flight within a control zone when the weather conditions are less than specified. However, no person shall operate an aircraft VFR, other than a helicopter, irrespective of any clearance, unless the visibility is one mile. All flights shall remain clear of clouds.

[2] Helicopters are excepted from the one mile requirement when operated at or below 1200 feet and at reduced airspeed.

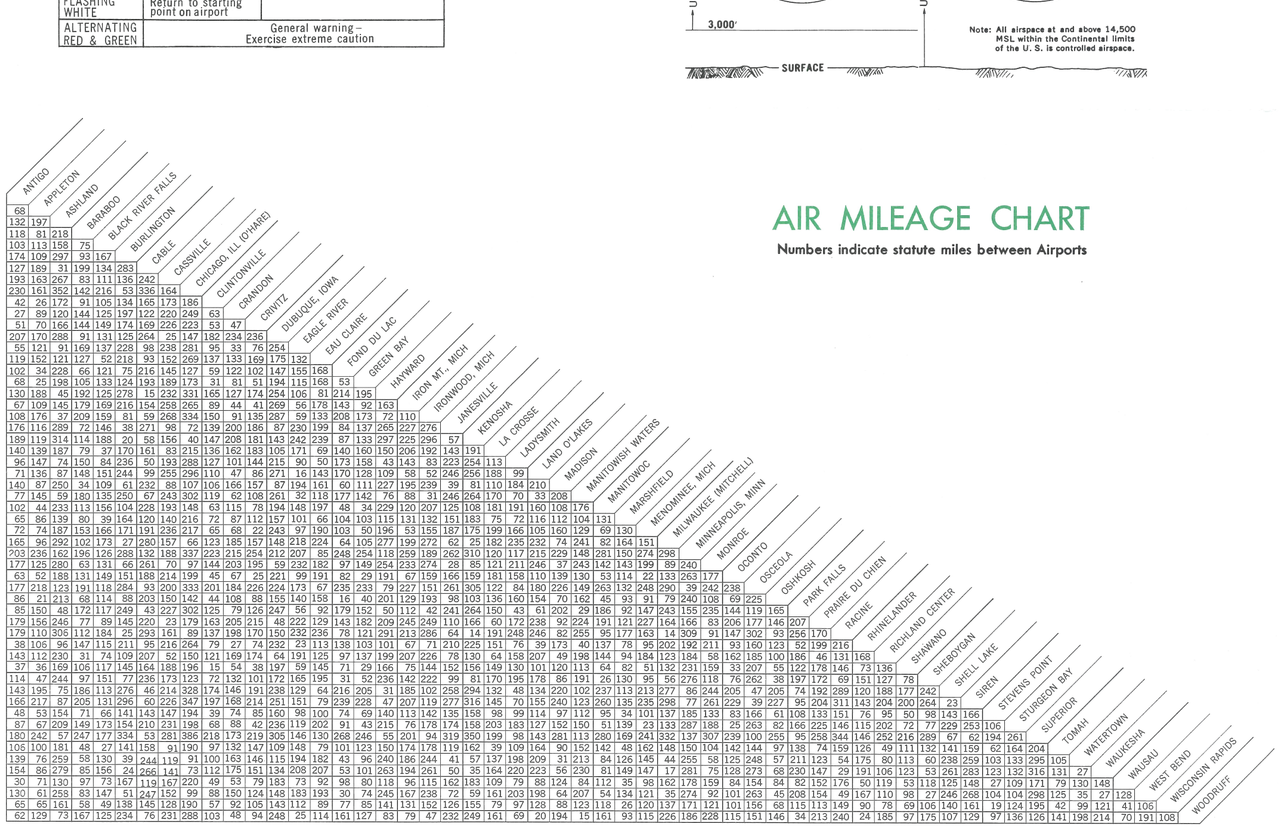
CONVERSION SCALE

NAUTICAL - STATUTE MILES



AIR MILEAGE CHART

Numbers indicate statute miles between Airports



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