

## JAX NAVY FLYING CLUB COURSE RULES EXAM

NAME	DATE	GRADE	CFI

1. Describe the standard North VFR departure procedure
  
  
  
  
  
  
  
  
  
  
2. Describe the standard South VFR departure procedure
  
  
  
  
  
  
  
  
  
  
3. Describe the standard North VFR arrival procedure
  
  
  
  
  
  
  
  
  
  
4. Describe the standard South VFR arrival procedure
  
  
  
  
  
  
  
  
  
  
5. Describe the lost communication (NORDO) procedure for NAS Jacksonville
  - No radio contact prior to entering Class D airspace
  
  
  
  
  
  
  
  
  
  
  - No radio contact prior to clearance into the traffic pattern
  
  
  
  
  
  
  
  
  
  
  - No radio contact prior to landing

6. Identify the following aircraft (check appropriate block that best describes)

AIRCRAFT	LARGE PROP	SMALL PROP	LARGE JET	SMALL JET	HELO
P-3					
T-6					
H-60					
F/A-18					
KFIR					
C-130					
T-45					
T-34C					
H-46					
C-12					
CHEYENNE					
JAGUAR					
H-53					
C-40/B-737					
P-8					

7. Circle the appropriate answer

- T F ATC instructions to "HOLD SHORT" or "LINEUP AND WAIT" may simply be "Rogered"
- T F Initial student solo flights are authorized at NAS Jacksonville
- T F Landing/Taxi/Strobelight shall be used at NAS Jacksonville
- T F VFR Cross-country and IFR flight plans may be filed through FSS for flights departing NAS Jacksonville
- T F Local VFR flights must advise Navy Jax Tower of revised ETE if flight is delayed 30 minutes or more
- T F Taxiing, takeoff or landing over a raised E-28 is prohibited

8. State the meaning of the following light gun signals

LIGHT GUN SIGNAL	ON GROUND	IN FLIGHT
STEADY RED		
FLASHING RED		
STEADY GREEN		
FLASHING GREEN		
FLASHING WHITE		
ALTERNATING RED/GREEN		

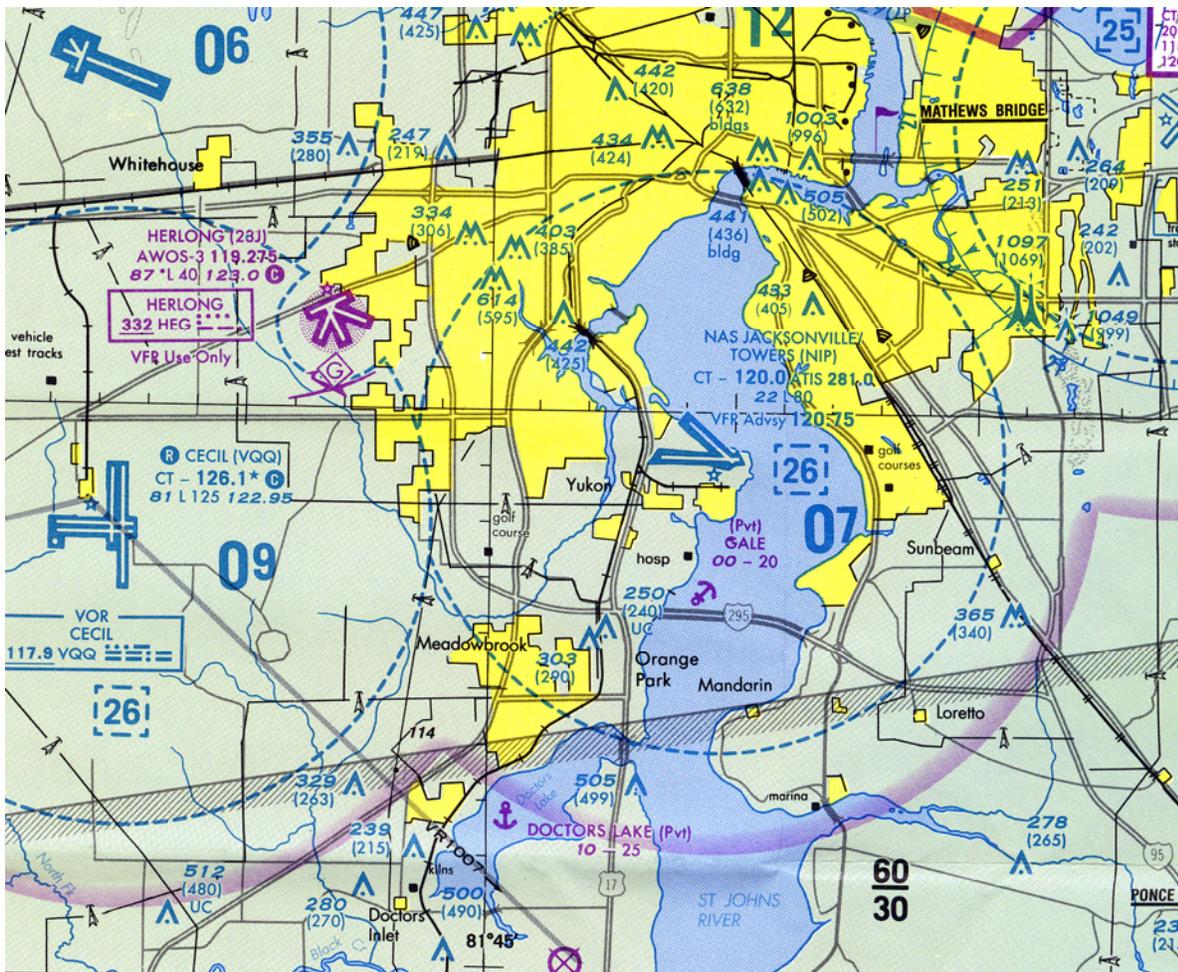
9.. State the appropriate wake turbulence avoidance procedure

Landing behind a large landing aircraft

Landing behind a large departing aircraft

Departing behind a large landing aircraft

Departing behind a large departing aircraft



10. Mark the following locations on the Sectional Chart excerpt above

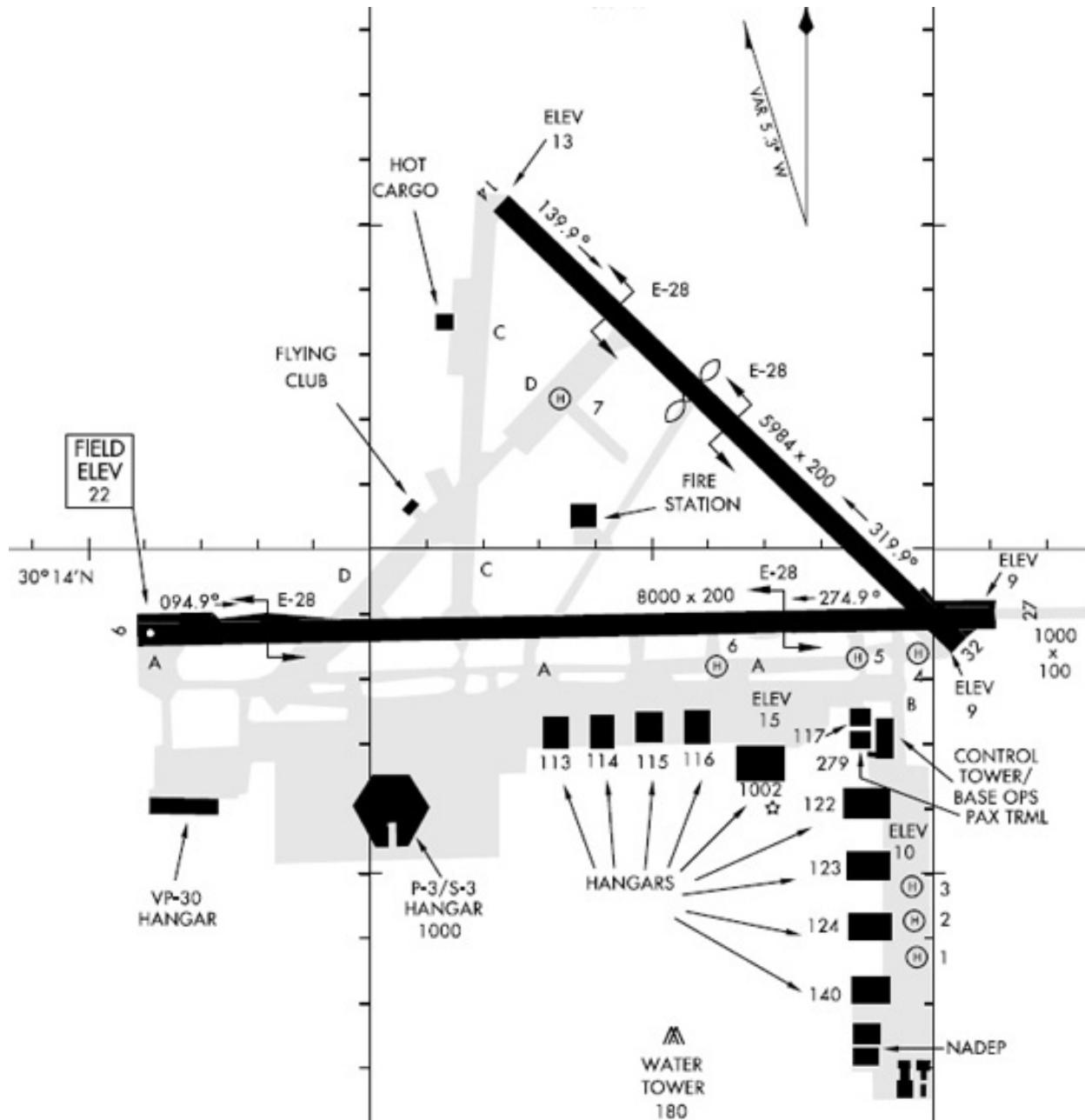
- a. Winter Point
- b. Point LaVista
- c. Saddler Point
- d. Julington Creek

11. Match the following terms to their definitions

- |                                  |  |
|----------------------------------|--|
| Low Approach                     | A. Radar approach system operated from the ground by ATC personnel transmitting instructions to the pilot by radio                             |
| Displaced Threshold              | B. Instructions for a pilot to abandon the approach and climb to pattern altitude  |
| Cleared for the Option           | C. Safety device to prevent tail hook equipped aircraft from overrunning the runway during landing   |
| Go Around                        | D. An approach over the runway where the pilot intentionally does not make contact with the runway   |
| Arresting Gear                   | E. Flight path along the extended centerline that extends from the base leg to the runway  |
| Make Short Approach              | F. The beginning of the usable runway for landing is located at a point other than the designated beginning of the runway                      |
| Ground Controlled Approach (GCA) | G. Aircraft is cleared to make touch-and-go, low approach, missed approach, stop-and-go, or a full stop landing at the discretion of the pilot |
| Final Approach                   | H. Instruction to alter traffic patterns so as to make a short final approach leg to the runway  |

12. Match the following terms to their definitions

- |                           |   |
|---------------------------|---|
| Radar Contact             | A. Let Me know you have received my message   |
| Maintain                  | B. Aircraft with radio failure  |
| Transmitting in the Blind | C. Used by pilots to inform controllers that previously issued traffic is in sight  |
| Visual Holding            | D. Aircraft is identified on radar and flight following will be provided  |
| Traffic Advisories        | E. Concerning altitude, remain at altitude specified. Concerning other ATC instructions, the term is used literally                                 |
| NORDO                     | F. Transmitting where two-way communication can not be established, but is believed that the called station may be able to receive the transmission |
| Acknowledge               | G. Maneuvering to keep the aircraft at a specified location using prominent geographical fixes  |
| Traffic in Sight          | H. Information issued to alert pilots to other known or observed traffic in close proximity   |



13. Mark the location of the following on the NAS Jacksonville airport diagram above

- |                                 |                        |
|---------------------------------|------------------------|
| a. Taxi way A                   | h. E-28 Arresting Gear |
| b. Taxiway B                    | i. Wind Sock locations |
| c. Taxiway C                    | j. Helo Spot 6         |
| d. Taxiway D                    | k. Helo Spot 7         |
| e. Displaced Threshold          | l. Compass Rose        |
| f. Control Tower                | m. N/S reference Line  |
| g. Aircraft Automatic Washracks | n. Hot Cargo Ramp      |
|                                 | o. JNFC Ramp           |