

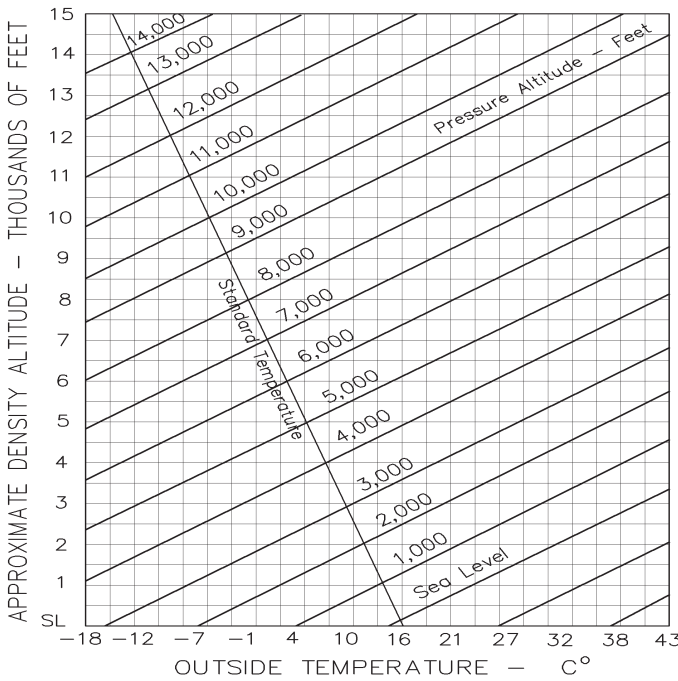
GROUND COMMUNICATIONS OUTLET (GCO)

An automatic, remotely controlled, ground to ground communications device. Pilots at non-tower airports may contact the local Air Traffic Control (ATC) facility and / or Flight Service Station (FSS) by aircraft radio-to-telephone connection located on the airport. The telephone call goes to the appropriate FSS or sector ATC controller. Pilots may receive an instrument clearance, close a VFR or IFR flight plan, get an updated weather briefing prior to take off, or any other FSS or ATC services. Use the listed frequency for the airport (121.725 or 135.075). Activate the system with four "key clicks" on the VHF radio to contact the appropriate ATC facility or six "key strokes" to contact the FSS. There is timer on the modem connection. If no voice is heard for a preset time period, the system will disconnect. Note that the VHF transceiver on the airport is very low power, 2 - 5 watts. You may not be able to establish contact when between hanger rows or near other obstructions. Additionally, you may need to reposition your aircraft slightly when stopped on the taxiway. The GCO system is intended to be used only on the ground. Airports with GCO are noted in the text portion of the airport diagram. Look for additional GCO installations in Texas in the future. More information on GCO systems and their use is available at < www.arinc.com > search for ARRAS, or < www.avtech-marketing.com >

SUMMARY OF RECOMMENDED COMMUNICATION PROCEDURES

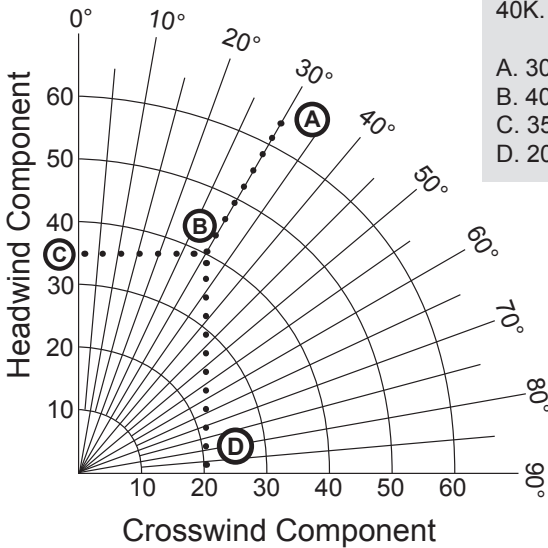
FACILITY AT AIRPORT	FREQUENCY USE	COMMUNICATION / BROADCAST PROCEDURES		
		OUTBOUND	INBOUND	PRACTICE INSTRUMENT PROCEDURE
UNICOM (NO TOWER OR FSS)	COMMUNICATE WITH UNICOM STATION PUBLISHED FREQUENCY. IF UNABLE TO CONTACT UNICOM STATION, USE SELF-ANNOUNCE PROCEDURE ON CTAF	BEFORE TAXIING ON OR OFF THE RUNWAY FOR DEPARTURE	10 MILES OUT. ENTERING: DOWNWIND BASE FINAL LEAVING THE RUNWAY	PRACTICE INSTRUMENT PROCEDURE
NO TOWER, FSS OR UNICOM	SELF ANNOUNCE ON MULTICOM FREQUENCY 122.9			DEPARTING FINAL APPROACH FIX (NAME) OR AN FINAL APPROACH SEGMENT INBOUND
NO TOWER IN OPERATION, FSS OPEN	COMMUNICATE WITH FSS ON CTAF FREQUENCY			APPROACH COMPLETED TERMINATED
FSS CLOSED (NO TOWER)	SELF ANNOUNCE ON CTAF			
TOWER OR FSS NOT IN OPERATION	SELF ANNOUNCE ON CTAF			

DENSITY ALTITUDE CHART



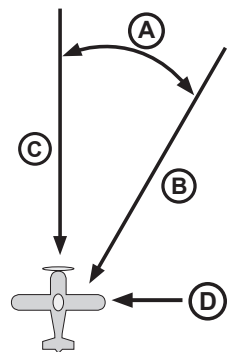
Altimeter Setting ("Hg)	Pressure Altitude Conversion Factor
28.0	1824
28.1	1727
28.2	1630
28.3	1533
28.4	1436
28.5	1340
28.6	1244
28.7	1148
28.8	1053
28.9	957
29.0	863
29.1	768
29.2	673
29.3	579
29.4	485
29.5	392
29.6	298
29.7	205
29.8	112
29.9	20
29.92	0
30.0	-73
30.1	-165
30.2	-257
30.3	-348
30.4	-440
30.5	-531
30.6	-622
30.7	-712
30.8	-803
30.9	-893
31.0	-983

CROSSWIND COMPONENT COMPUTER

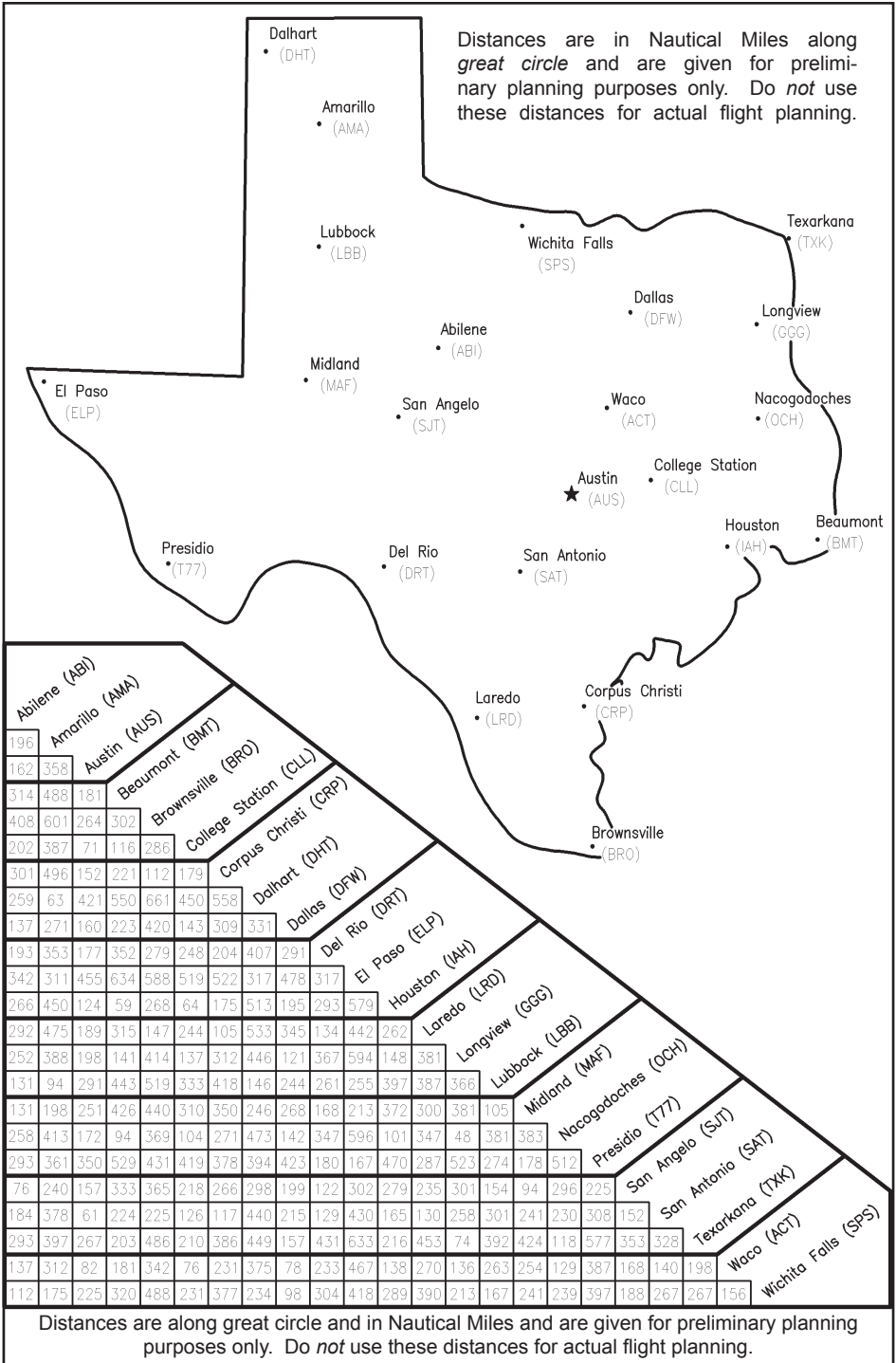


Example:
 40K. Wind 30° Angle

- A. 30° angle between wind and nose
- B. 40k total wind velocity
- C. 35k headwind component
- D. 20k crosswind component



MILEAGE AND DISTANCE CHART



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) <input type="checkbox"/> PILOT <input type="checkbox"/> VNR			TIME STARTED	SPECIALIST INITIALS
FLIGHT PLAN		<input type="checkbox"/> STOPOVER				
1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME	
<input type="checkbox"/> VFR					PROPOSED (Z)	ACTUAL (Z)
<input type="checkbox"/> IFR			KTS			
<input type="checkbox"/> DVFR						7. CRUISING ALTITUDE
8. ROUTE OF FLIGHT						
9. DESTINATION (Name of airport and city)		10. EST. TIME ENROUTE		11. REMARKS		
		HOURS	MINUTES			
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD
HOURS	MINUTES					
				17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)		
16. COLOR OF AIRCRAFT		CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.				

FAA Form 7233-1 (8-82)

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

Special Equipment Suffix (Enter on Flight Plan - Block 3)

- /X _____ No Transponder
- /T _____ Transponder, No Alt. Encoder
- /U _____ ransponder with Alt. Encoder
- /D _____ DME, No Transponder
- /B _____ DME, Transponder, No Alt. Encoder
- /A _____ DME, Transpoder with Alt. Encoder
- /M _____ TACAN only, No Transponder
- /N _____ TACAN only, Transponder, No Alt. Encoder
- /P _____ TACAN only, Transponder with Alt. Encoder
- /C _____ RNAV, Transponder, no alt. Encoder
- /I _____ RNAV, Transponder with Alt. Encoder
- /W _____ RNAV, No Transponder
- /G _____ GPS (IFR, Approach Capable) Transponder with Alt. Encoder

ICAO Alphabet & Morse Code

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

Form Approved OMB NO. 2120-0026

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION FLIGHT PLAN		(FAA USE ONLY) <input type="checkbox"/> PILOT <input type="checkbox"/> VNR <input type="checkbox"/> STOPOVER		TIME STARTED SPECIALIST INITIALS		
1. TYPE VFR IFR DVFR	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/ SPECIAL EQUIPMENT	4. TRUE AIRSPEED KTS	5. DEPARTURE POINT	6. DEPARTURE TIME PROPOSED (Z) ACTUAL (Z)	7. CRUISING ALTITUDE
8. ROUTE OF FLIGHT						
9. DESTINATION (Name of airport and city)		10. EST. TIME ENROUTE HOURS MINUTES		11. REMARKS		
12. FUEL ON BOARD HOURS MINUTES		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD
16. COLOR OF AIRCRAFT		17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)				
CIVIL AIRCRAFT PILOTS, FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.						

CONTROL TOWER LIGHT SIGNALS

IN-FLIGHTS	SIGNAL	ON GROUND
Cleared to Land	Steady Green	Cleared for Take Off
Return to Land	Flashing Green	Cleared to Taxi
Give Way to Other Aircraft & Continue Circling	Steady Red	Stop
Airport Unsafe-Do Not Land	Flashing Red	Taxi Clear of Active Runway
None	Flashing White	Return to Starting Point
General Warning - Exercise Extreme Caution	Red & Green	General Warning - Exercise Extreme Caution
To Acknowledge Tower Signals	Day -Move Controls-Rock Wings Night -Blink Navigation or Landing Lights	None

Downed Aircraft & Emergency Frequency 121.5

Emergency locator transmitters broadcast on the 121.5 frequency. If you have a spare receiver it is suggested that you monitor this frequency. If you hear a sustained signal, a transmission, or suspect that an aircraft may be downed, contact the nearest FAA Flight Service Station or law enforcement office.

Altitude & Distance

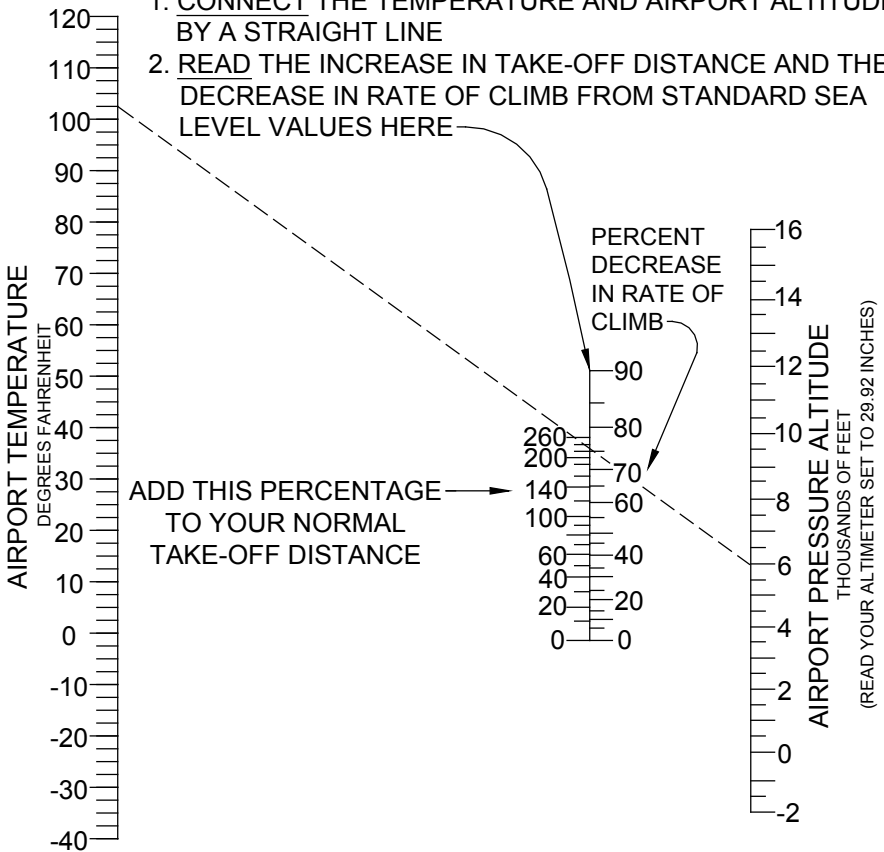
Altitude (feet above station)	VHF Reception DIST.(N.M)
500 _____	30
1,000 _____	45
2,000 _____	65
3,000 _____	80
4,000 _____	100
7,000 _____	120
10,000 _____	140
15,000 _____	175

VFR Transponder Codes

Operation	Code
Normal	1200
Radio Failure	7600
Emergency	7700
Hijacking	7500

TO FIND THE EFFECT OF ALTITUDE AND TEMPERATURE

1. CONNECT THE TEMPERATURE AND AIRPORT ALTITUDE BY A STRAIGHT LINE
2. READ THE INCREASE IN TAKE-OFF DISTANCE AND THE DECREASE IN RATE OF CLIMB FROM STANDARD SEA LEVEL VALUES HERE



Example:

The diagonal line shows that 230% must be added for a temperature of 100° and a pressure altitude of 6,000 feet.

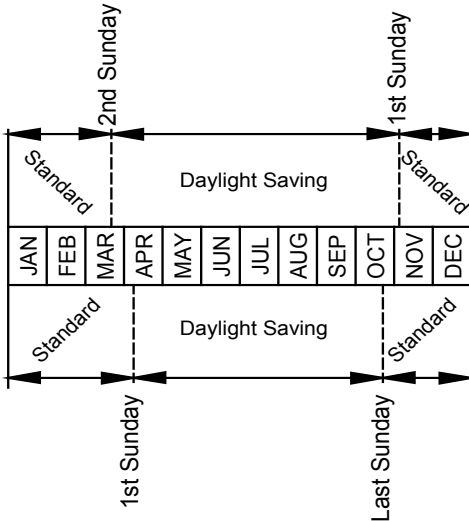
Therefore, if your standard temperature sea level take-off distance normally requires 1,000 feet of runway in order to climb to 50 feet, it would become 3,300 feet under the conditions shown.

In addition, the rate of climb would be decreased 76%. Therefore, if your normal sea level rate of climb is 500 feet per minute, it would become 120 feet per minute.

Beginning in 2007

Daylight Saving Time Begins at 2:00 a.m.
the 2nd Sunday of March

Standard Time Begins at 2:00 a.m.
the 1st Sunday of November

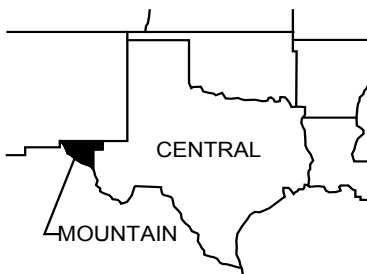


2006 Schedule

Daylight Saving Time Begins at 2:00 a.m.
the 1st Sunday of April

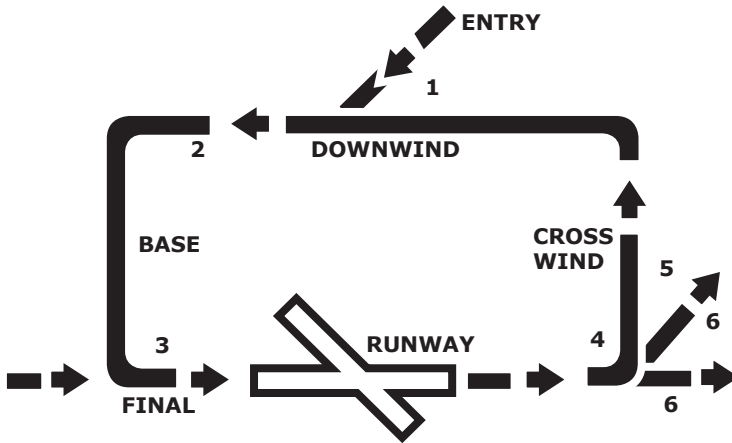
Standard Time Begins at 2:00 a.m.
the Last Sunday of October

The Energy Policy Act of 2005 modified the time change dates beginning in 2007. Depending on a study to be conducted by the U.S. Secretary of Energy, Congress may revert the change date to the pre-2007 configuration. Both schedules are shown here for your convenience.



Texas Time Zones

UTC / ZULU	Mountain Standard	Mountain Daylight Saving Central Standard	Central Daylight Saving
	UTC - 7	UTC - 6	UTC - 5
24	— 17 —	— 18 —	— 19
23	— 16 —	— 17 —	— 18
22	— 15 —	— 16 —	— 17
21	— 14 —	— 15 —	— 16
20	— 13 —	— 14 —	— 15
19	— 12 —	— 13 —	— 14
18	— 11 —	— 12 —	— 13
17	— 10 —	— 11 —	— 12
16	— 9 —	— 10 —	— 11
15	— 8 —	— 9 —	— 10
14	— 7 —	— 8 —	— 9
13	— 6 —	— 7 —	— 8
12	— 5 —	— 6 —	— 7
11	— 4 —	— 5 —	— 6
10	— 3 —	— 4 —	— 5
9	— 2 —	— 3 —	— 4
8	— 1 —	— 2 —	— 3
7	— 24 —	— 1 —	— 2
6	— 23 —	— 24 —	— 1
5	— 22 —	— 23 —	— 24
4	— 21 —	— 22 —	— 23
3	— 20 —	— 21 —	— 22
2	— 19 —	— 20 —	— 21
1	— 18 —	— 19 —	— 20



For Landings

1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude.
2. Maintain pattern altitude until abeam approach end of the landing runway, on downwind leg.
3. Complete turn to final at least 1/4 mile from runway. Make straight in approaches with caution, listen and announce intentions for take-offs on CTAF.

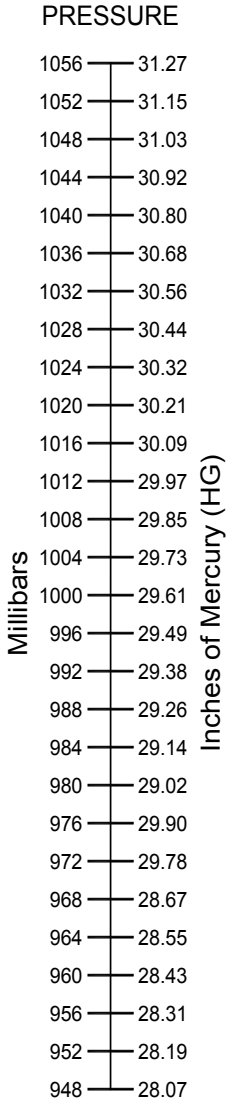
For Departures

4. Continue straight ahead until beyond departure end of runway.
5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway, within 300 feet below traffic pattern altitude.
6. If departing the traffic pattern, continue straight out, or exit with a 45 degree turn beyond the departure end of the runway,

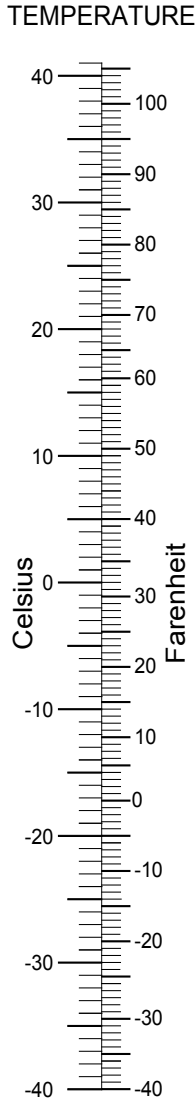
For Guidance

Fly traffic at 1000' AGL unless otherwise established for the airport. If in doubt, request recommended traffic altitude on UNICOM.

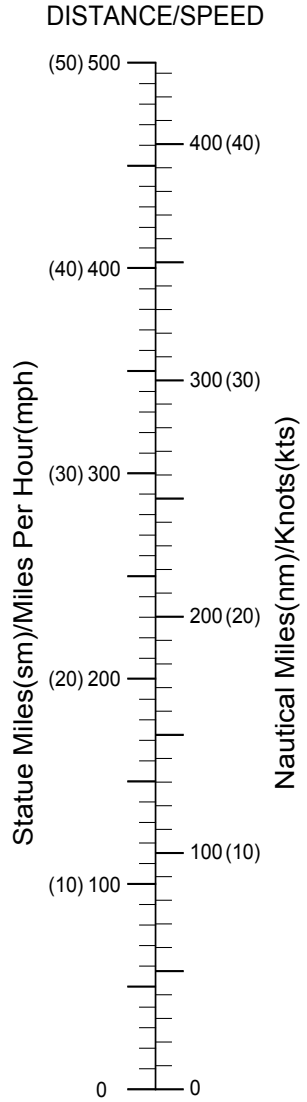
Use left hand traffic pattern unless markings at windsock indicate right hand traffic.



1 Millibar = 0.02961" HG
 1" HG = 33.77 Millibar



$^{\circ}\text{C} = 5/9(^{\circ}\text{F} - 32)$
 $^{\circ}\text{F} = (9/5 ^{\circ}\text{C}) + 32$



$\text{SM} \times 1.15 = \text{NM}$
 $\text{NM} \times 0.87 = \text{SM}$

Standard Pressure: 29.92" HG
 Standard Temperature: 15°C (59°F)

STANDARD WEIGHTS

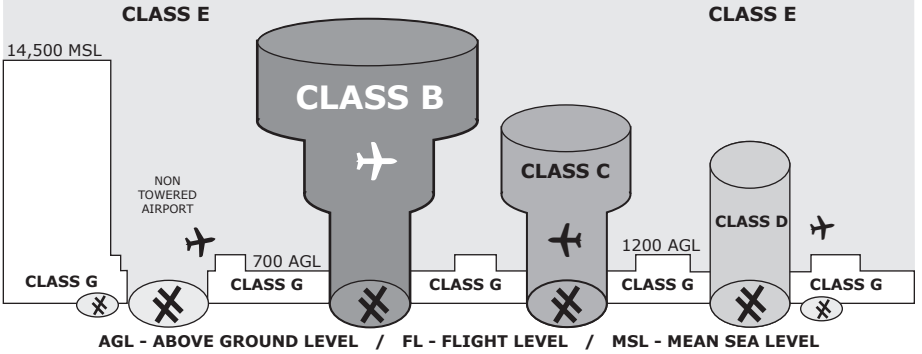
GASOLINE - 6lbs./U.S. GALLON OIL - 7.5lbs./U.S. GALLON WATER - 8.35lbs./U.S. GALLON

U.S Airspace at a Glance

FL 600

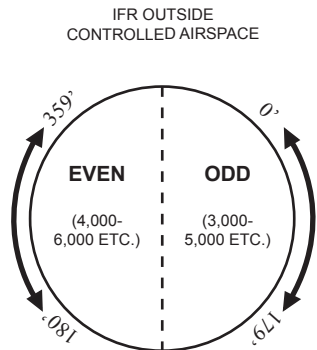
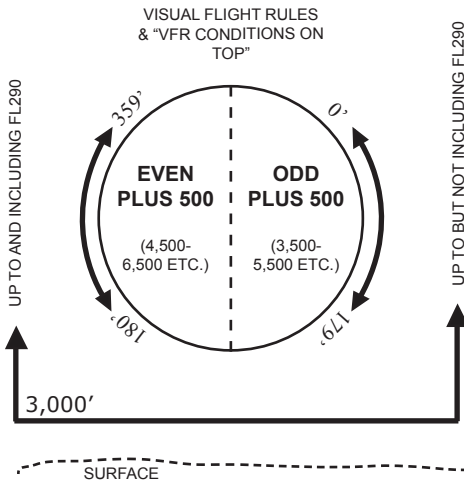
CLASS A

18,000 MSL



Airspace Classes	Communications	Entry Requirements	Seperation	Special VFR in Surface Area
A	Required	ATC clearance	All	N/A
B	Required	ATC clearance	All	Yes
C	Required	2-way communication prior to entry	VFR/IFR	Yes
D	Required	2-way communication prior to entry	Runway Operations	Yes
E	Not Required for VFR	None for VFR	None for VFR	Yes
G	Not Required	None	None	N/A

Cruising Altitudes



NOTE: ALL AIRCRAFT AT AND ABOVE 14,500 MSL WITHIN THE CONTINENTAL LIMITS OF THE U.S. ARE IN CONTROLLED AIRSPACE.