

1

(Refer to figure 65) After landing, the airplane is completely clear of the runway when:

View Figure 65

- The aircraft is completely past the solid lines of the marking at location G.
- The aircraft is completely past the dashed lines of the marking at location G.
- The sign at location E is in view.

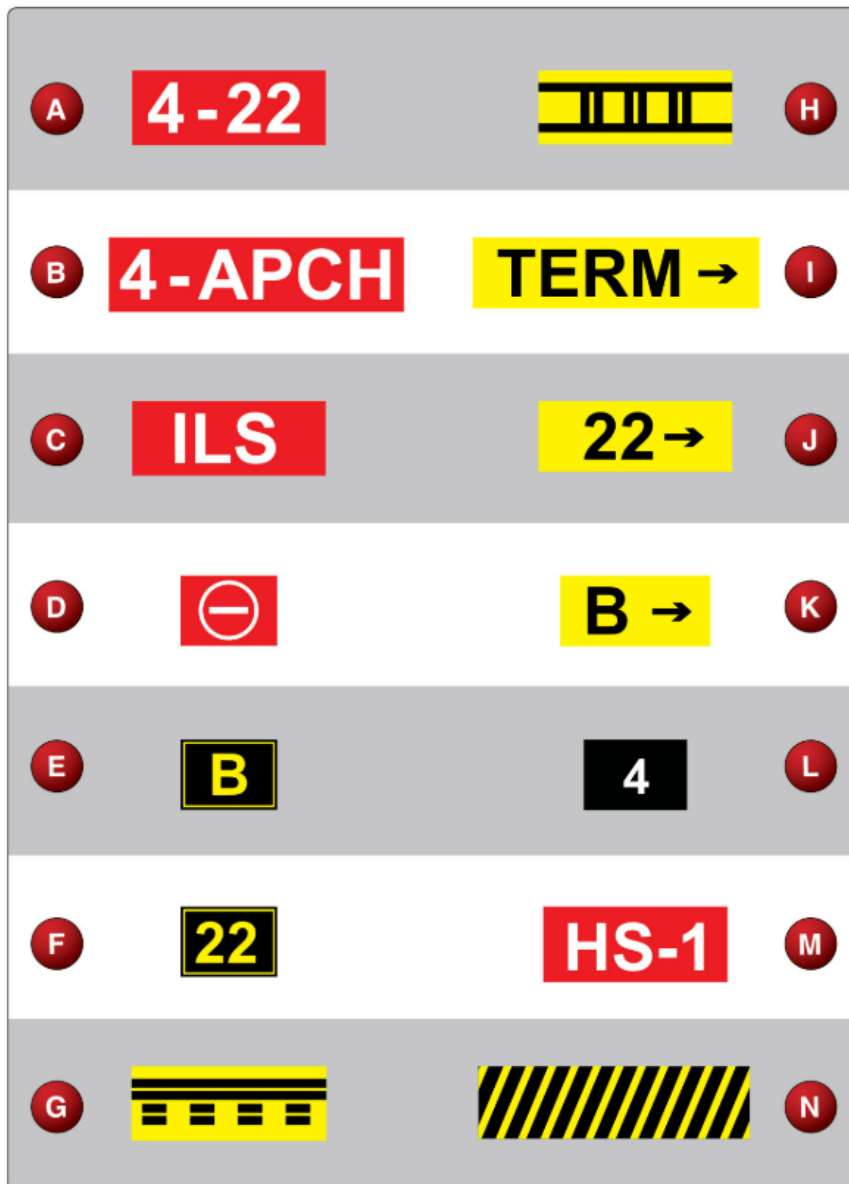


Figure 65. U.S. Airport Signs.

2

An airport's rotating beacon operated during daylight hours indicates

- a. that weather at the airport located in Class D airspace is below basic VFR weather minimums.
- b. the Air Traffic Control tower is not in operation.
- c. there are obstructions on the airport.

3

(Refer to figure 52.) Traffic patterns in effect at Lincoln Municipal are

View Figure 52

- a. to the right on Runway 17 and Runway 36; to the left on Runway 18 and Runway 35.
- b. to the right on Runways 14 - 32.
- c. to the left on Runway 17 and Runway 36; to the right on Runway 18 and Runway 35.

LINCOLN (LNK) 4 NW UTC-6(-5DT) N40°51.05' W96°45.55'

1219 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks

NOTAM FILE LNK

RWY 18-36: H12901X200 (ASPH-CONC-GRVD) S-100, D-200,
2S-175, 2D-400 HIRL

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 55'. Rgt tfc. 0.4%
down.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 57'.

RWY 14-32: H8649X150 (ASPH-CONC-GRVD) S-80, D-170,
2S-175, 2D-280 MIRL

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 48'. Thld dsplcd 363'.

RWY 32: VASI(V4L)—GA 3.0° TCH 50'. Thld dsplcd 470'.
Pole. 0.3% up.

RWY 17-35: H5800X100 (ASPH-CONC-AFSC) S-49, D-60
HIRL 0.8% up S

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 35: ODALS. PAPI(P4L)—GA 3.0° TCH 30'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-8649 TODA-8649 ASDA-8649 LDA-8286

RWY 17: TORA-5800 TODA-5800 ASDA-5400 LDA-5400

RWY 18: TORA-12901 TODA-12901 ASDA-12901 LDA-12901

RWY 32: TORA-8649 TODA-8649 ASDA-8286 LDA-7816

RWY 35: TORA-5800 TODA-5800 ASDA-5800 LDA-5800

RWY 36: TORA-12901 TODA-12901 ASDA-12901 LDA-12901

AIRPORT REMARKS: Attended continuously. Birds invof arpt. Rwy 18 designated calm wind rwy. Rwy 32 apch holdline on South A twy. TPA-2219 (1000), heavy military jet 3000 (1781). Class I, ARFF Index B. ARFF Index C level equipment provided. Rwy 18-36 touchdown and rollout rwy visual range avbl. When twr clsd MIRL Rwy 14-32 preset on low ints, HIRL Rwy 18-36 and Rwy 17-35 preset on med ints, ODALS Rwy 35 operate continuously on med ints, MALSR Rwy 18 and Rwy 36 operate continuously and REIL Rwy 14 and Rwy 17 operate continuously on low ints. VASI Rwy 14 and Rwy 32, PAPI Rwy 17, Rwy 35, Rwy 18 and Rwy 36 on continuously.

WEATHER DATA SOURCES: ASOS (402) 474-9214. LLWAS

COMMUNICATIONS: CTAF 118.5 ATIS 118.05 UNICOM 122.95

RCO 122.65 (COLUMBUS RADIO)

Ⓡ APP/DEP CON 124.0 (180°-359°) 124.8 (360°-179°)

TOWER 118.5 125.7 (1130-0600Z‡) GND CON 121.9 CLNC DEL 120.7

AIRSPACE: CLASS C svc 1130-0600Z‡ ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

(H) VORTACW 116.1 LNK Chan 108 N40°55.43' W96°44.52' 181° 4.4 NM to fld. 1370/9E

POTTS NDB (MHW/LOM) 385 LN N40°44.83' W96°45.75' 355° 6.2 NM to fld. Unmonitored when twr clsd.

ILS 111.1 I-OCZ Rwy 18. Class IB OM unmonitored.

ILS 109.9 I-LNK Rwy 36 Class IA LOM POTTS NDB. MM unmonitored. LOM unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.



OMAHA
H-5C, L-101
IAP, AD

4

How can a military airport be identified at night?

- a. Alternate white and green light flashes.
- b. Dual peaked (two quick) white flashes between green flashes.
- c. White flashing lights with steady green at the same location.

5

Airport taxiway edge lights are identified at night by

- a. white directional lights.
- b. blue omnidirectional lights.
- c. alternate red and green lights.

6

What should you do after landing at a non-towered airport?

- a. Exit the runway and continue taxiing to the parking location.
- b. Continue the landing rollout to the very end of the runway, before exiting a taxiway.
- c. Exit the runway, ensure the entire airplane has crossed the runway holding position marking and make a position call that you are clear of the runway.

7

An alternating red and green light signal directed from the control tower to an aircraft in flight is a signal to

- a. exercise extreme caution.
- b. hold position.
- c. not land; the airport is unsafe.

8

What does a runway exit sign denote?

- a. Denotes the entrance to a runway from a taxiway
- b. Designation and direction of a taxiway that leads to a non-movement area
- c. Direction to a taxiway

9

Ground Control clears you to taxi to a specific runway for departure. You should:

- a. Taxi up to the beginning of the runway and hold short.
- b. Pull onto the end of the runway and hold your position.
- c. Taxi to the nearest intersection with that runway and hold short.

10

Automatic Terminal Information Service (ATIS) is the continuous broadcast of recorded information concerning

- a. pilots of radar-identified aircraft whose aircraft is in dangerous proximity to terrain or to an obstruction.
- b. nonessential information to reduce frequency congestion.
- c. noncontrol information in selected high-activity terminal areas.

11

A flashing white light signal from the control tower to a taxiing aircraft is an indication to

- a. taxi at a faster speed.
- b. taxi only on taxiways and not cross runways.
- c. return to the starting point on the airport.

12

You are on the ground and see a steady red light signal from the tower. What does it indicate?

- a. Taxi clear of the runway in use.
- b. Give way to other aircraft and continue circling.
- c. Stop.

13

How many times should a pilot key the mic on a specified frequency at a non-towered airport to activate medium-intensity lighting?

- a. 3 times within 5 seconds
- b. 7 times within 5 seconds
- c. 5 times within 5 seconds

14

Which light signal from the control tower clears a pilot to taxi?

- a. Flashing white.
- b. Flashing green.
- c. Steady green.

15

A steady green light signal directed from the control tower to an aircraft in flight is a signal that the pilot

- a. is cleared to land.
- b. should give way to other aircraft and continue circling.
- c. should return for landing.