Quiz

2/26/2026

Charts

Question 1

(Refer to figure 20, area 2.)

The elevation of the Chesapeake Regional Airport is

- 230 feet.
- 19 feet.
- 55 feet.

(Refer to figure 20, area 2.)

The elevation of the Chesapeake Regional Airport is

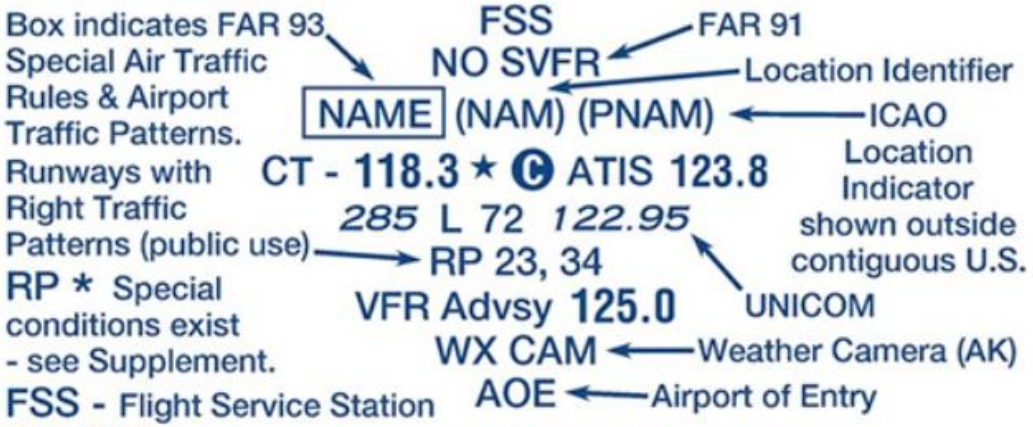
230 feet.

19 feet.

55 feet.

Question 1

AIRPORT DATA



FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

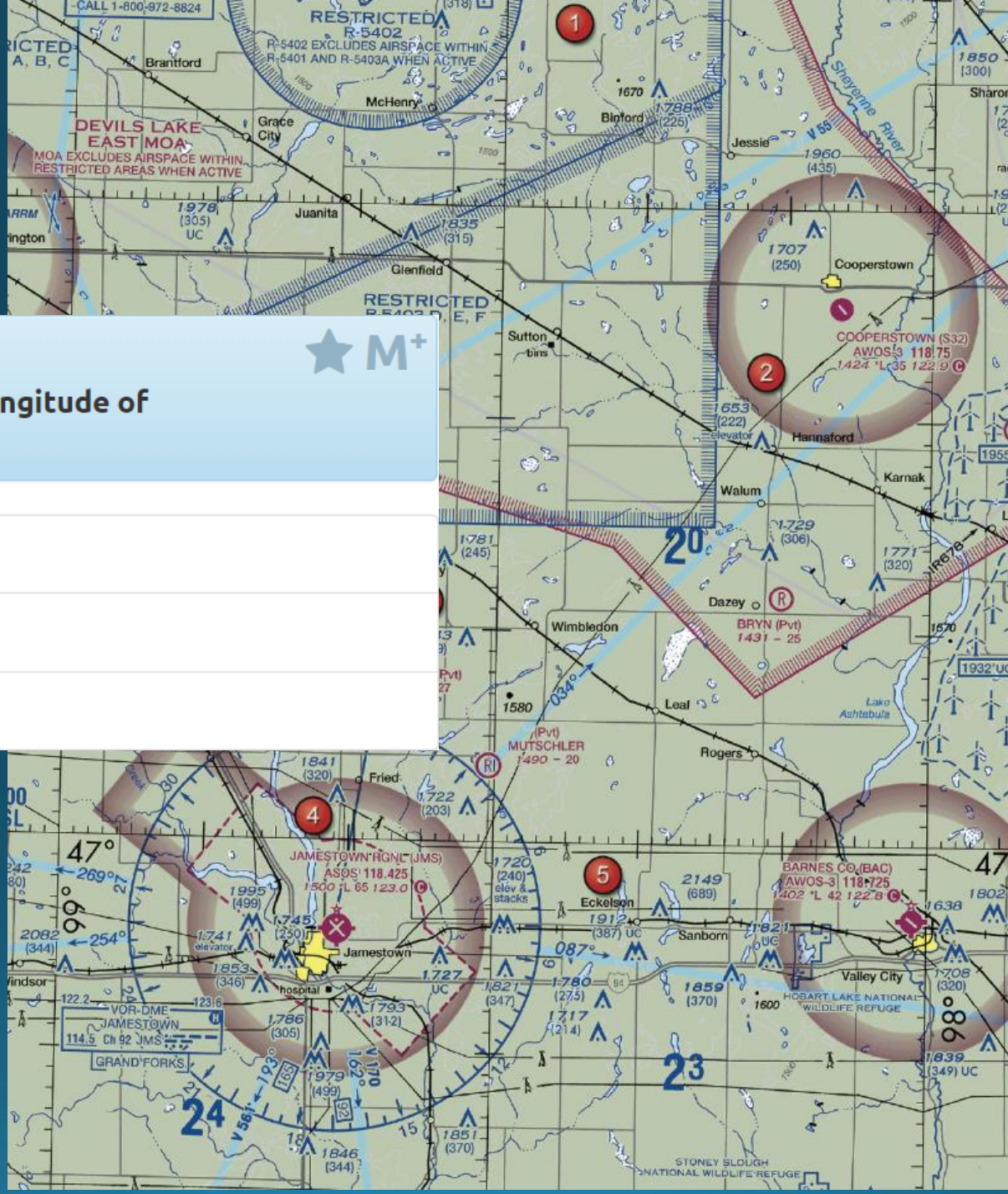
Question 1

Question 2

(Refer to Figure 26, area 2.)

What is the approximate latitude and longitude of Cooperstown Airport?

- 47°25'N - 98°06'W.
- 47°25'N - 99°54'W.
- 47°55'N - 98°06'W.

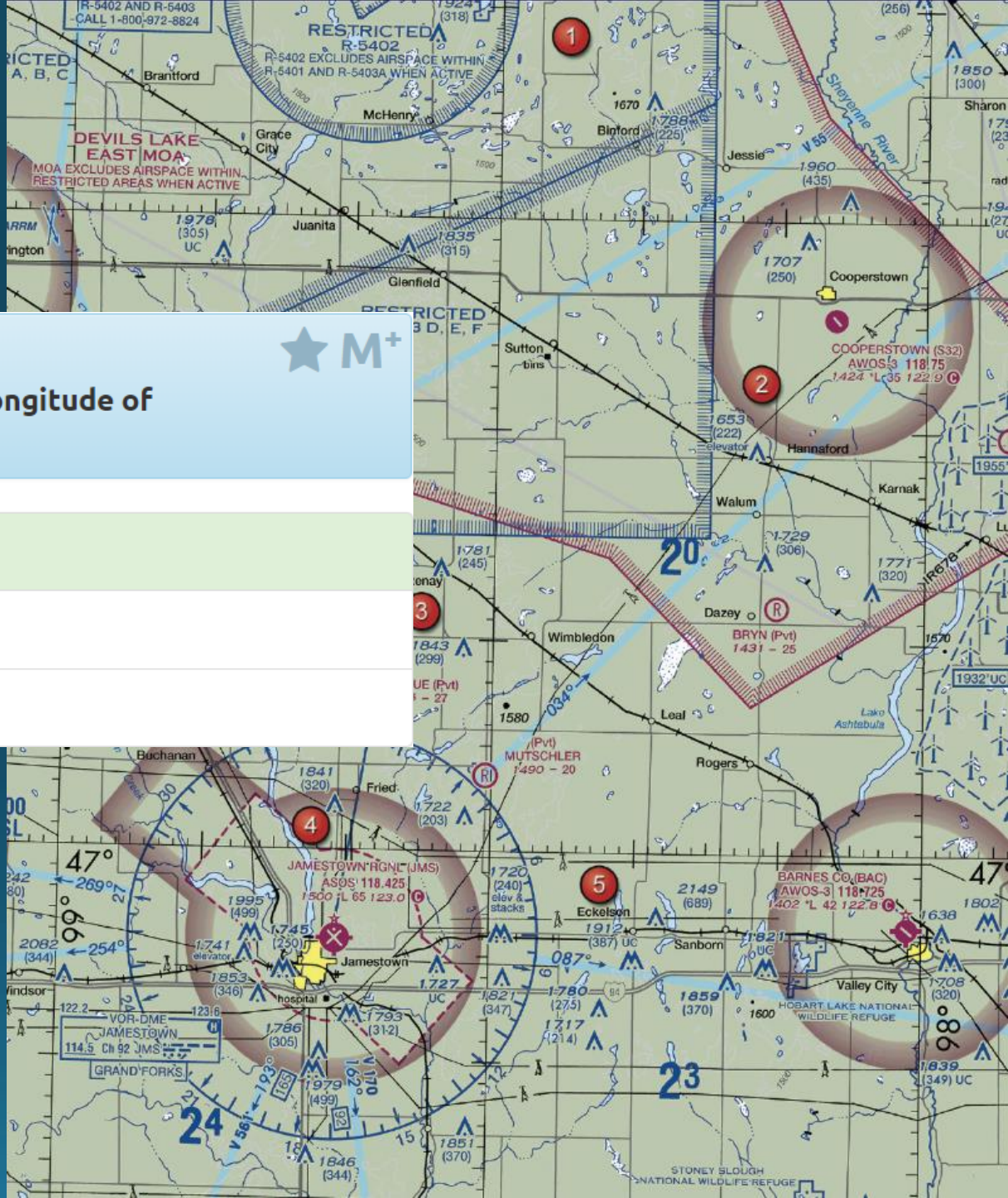


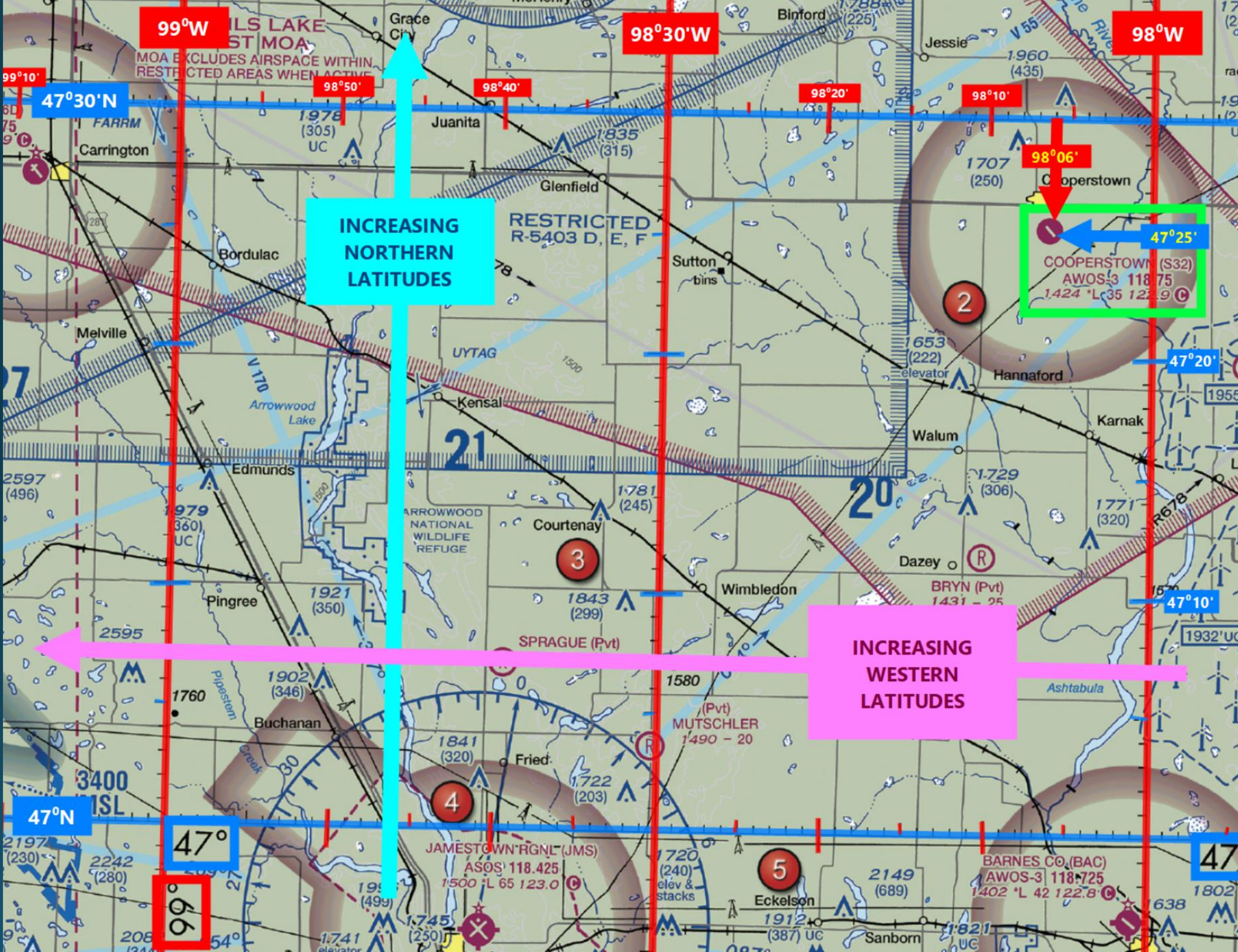
Question 2

(Refer to Figure 26, area 2.)

What is the approximate latitude and longitude of Cooperstown Airport?

- **47°25'N - 98°06'W.**
- **47°25'N - 99°54'W.**
- **47°55'N - 98°06'W.**




99⁰W
98⁰30'W
98⁰W
99⁰10'
98⁰50'
98⁰40'
98⁰20'
98⁰10'
98⁰06'
47⁰30'N
47⁰25'
47⁰20'
47⁰10'
47⁰N
INCREASING NORTHERN LATITUDES
INCREASING WESTERN LATITUDES
COOPERSTOWN (S32)
AWOS-3 118.75
1424 *L 35 122.9
RESTRICTED
R-5403 D, E, F
Carrington
Juanita
Glenfield
Bordulac
Sutton
Melville
Kensal
Edmunds
Courtenay
Pingree
Wimbledon
Hannaford
Walum
Karnak
Dazey
BRYN (Pvt)
SPRAGUE (Pvt)
MUTSCHLER
Buchanan
Fried
ARROWWOOD NATIONAL WILDLIFE REFUGE
Arrowwood Lake
JAMESTOWN RGNL (JMS)
ASOS 118.425
1500 *L 65 123.0
BARNES CO (BAC)
AWOS-3 118.725
1402 *L 42 122.8
Eckelson
Sanborn
Ashtabula
Grace City
Binford
Jessie
Cooperstown
MOA EXCLUDES AIRSPACE WITHIN RESTRICTED AREAS WHEN ACTIVE

Question 3

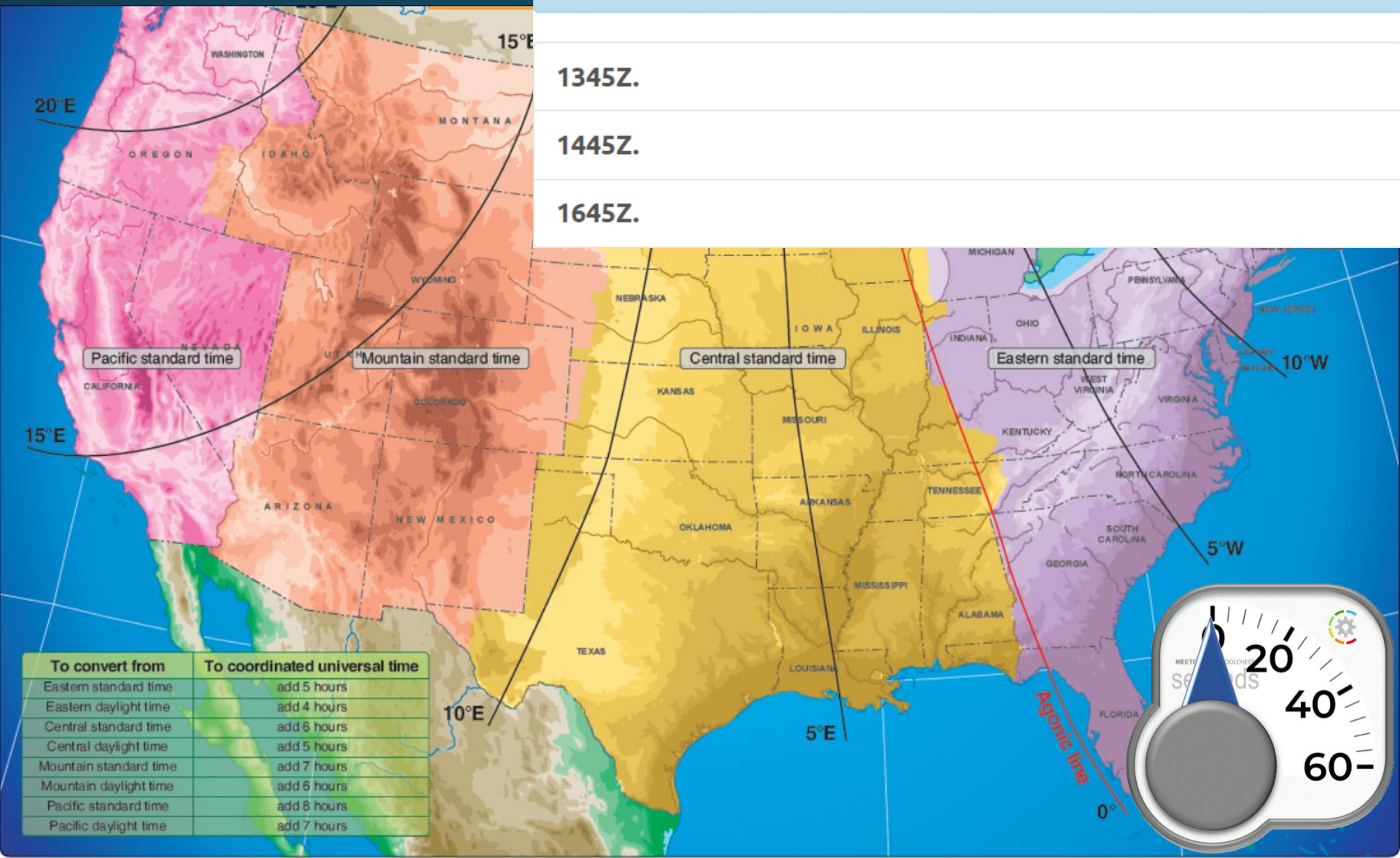
(Refer to figure 27.)

An aircraft departs an airport in the central standard time zone at 0845 CST for a 2-hour flight to an airport located in the mountain standard time zone. The landing should be at what coordinated universal time?

1345Z.

1445Z.

1645Z.



To convert from	To coordinated universal time
Eastern standard time	add 5 hours
Eastern daylight time	add 4 hours
Central standard time	add 6 hours
Central daylight time	add 5 hours
Mountain standard time	add 7 hours
Mountain daylight time	add 6 hours
Pacific standard time	add 8 hours
Pacific daylight time	add 7 hours

Question 3

(Refer to figure 27.)

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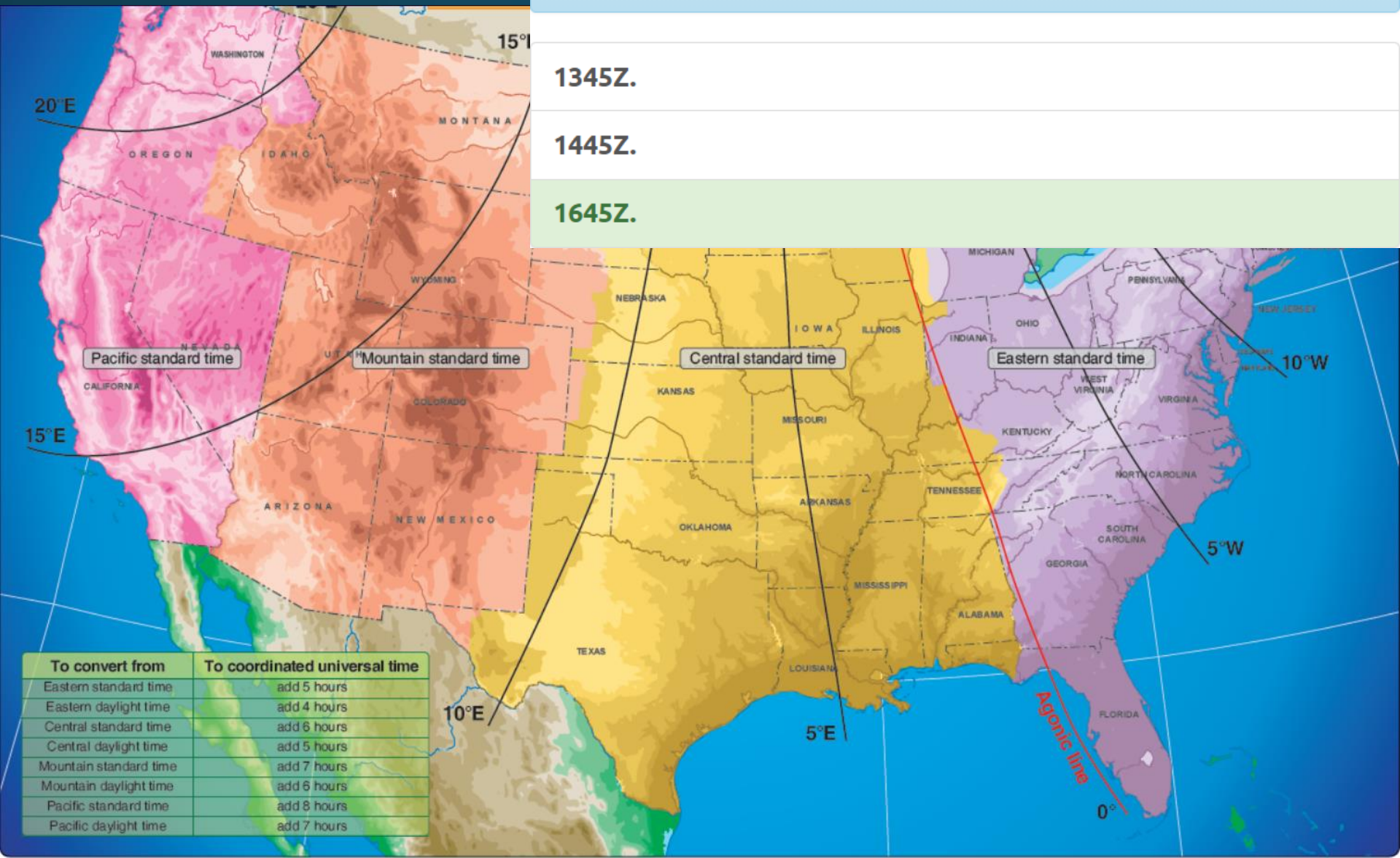

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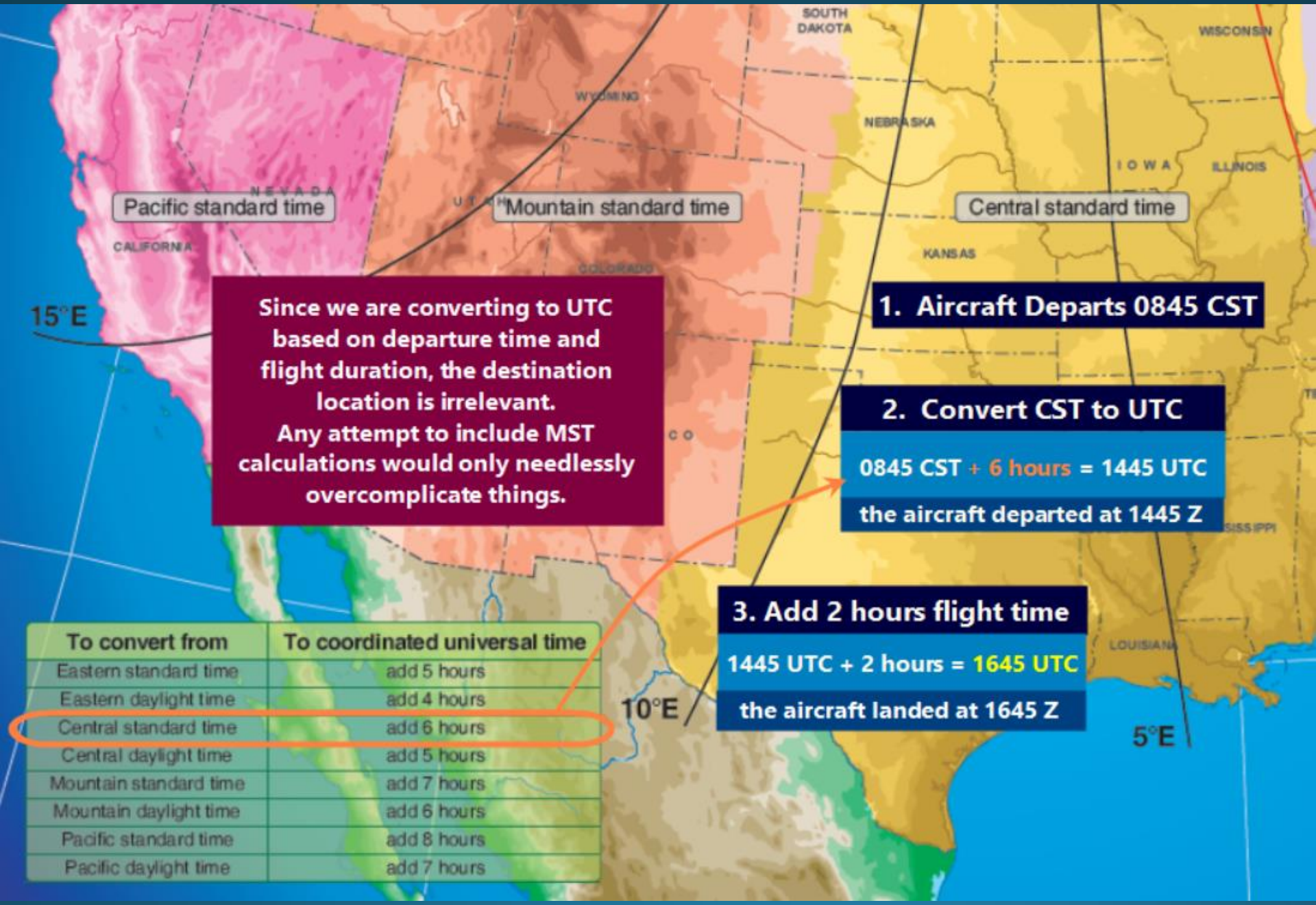

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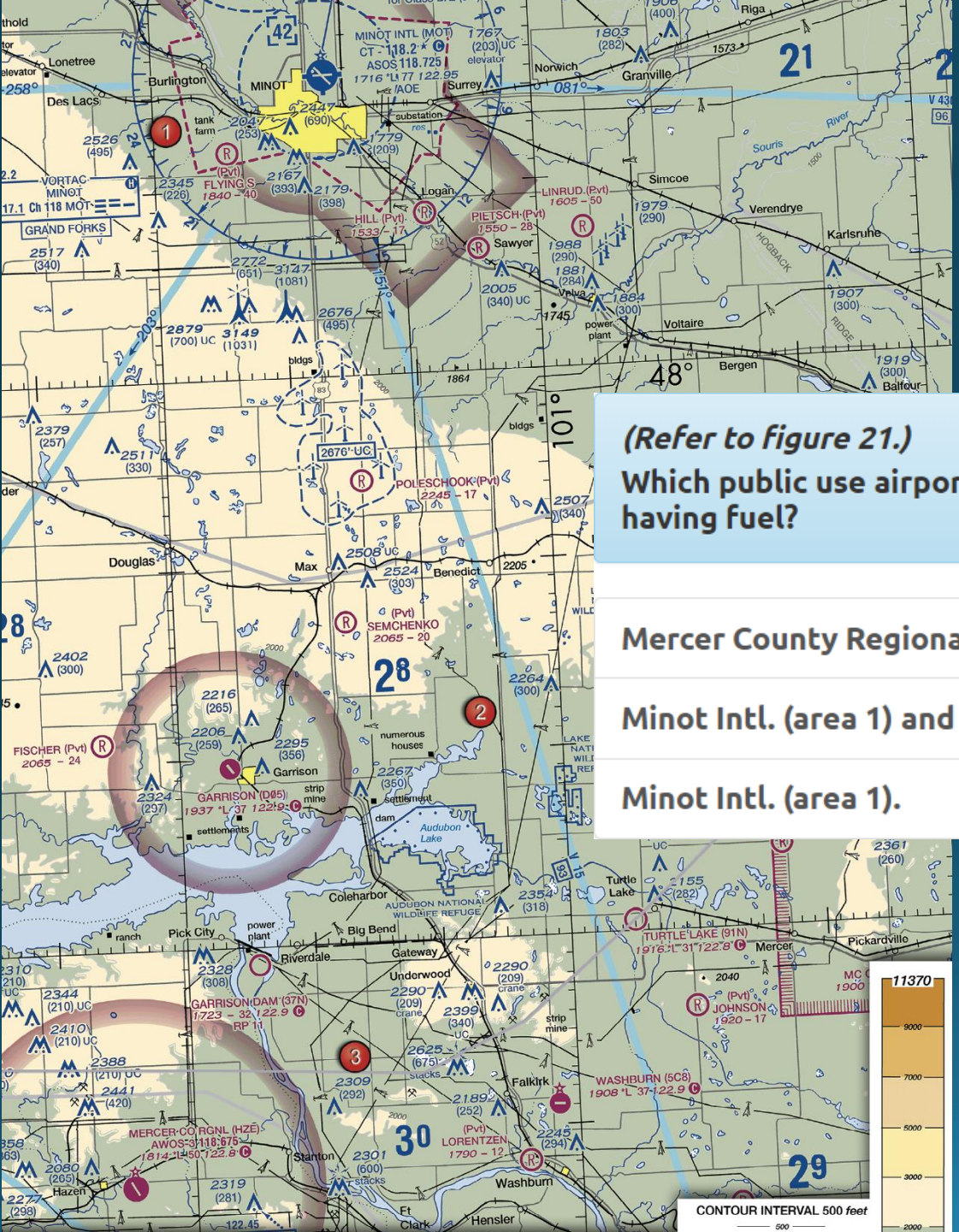
Question 4



(Refer to figure 21.)

Which public use airports depicted are indicated as having fuel?

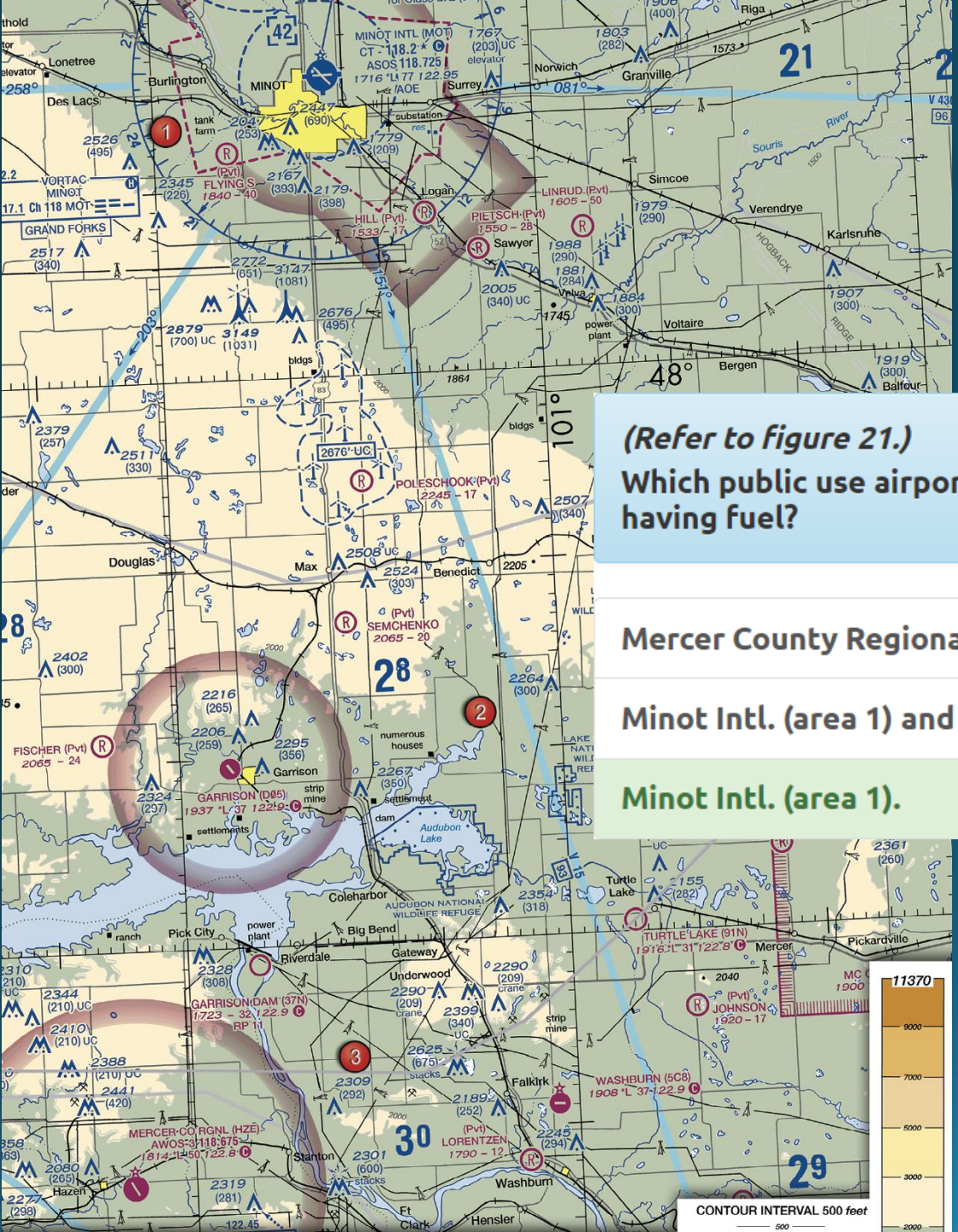
M+

Mercer County Regional Airport (area 3) and Garrison (area 2).

Minot Intl. (area 1) and Garrison (area 2).

Minot Intl. (area 1).

Question 4



(Refer to figure 21.)

Which public use airports depicted are indicated as having fuel?

M+

Mercer County Regional Airport (area 3) and Garrison (area 2).

Minot Intl. (area 1) and Garrison (area 2).

Minot Intl. (area 1).

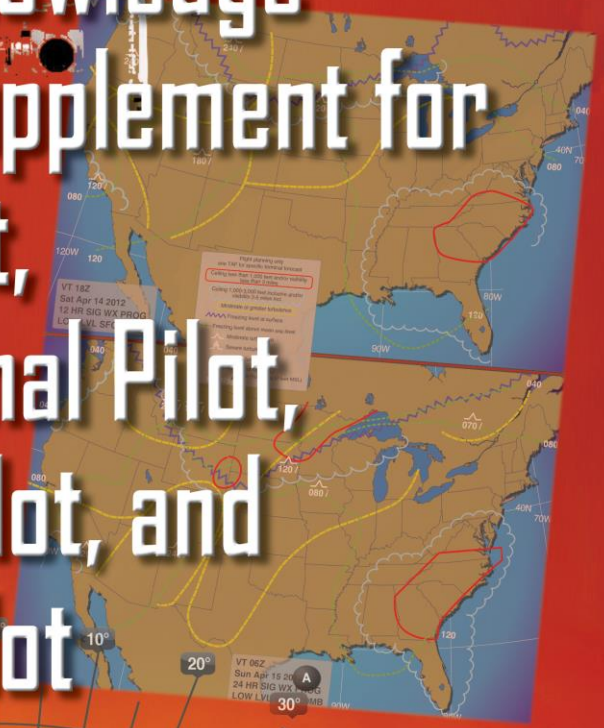
Question 4

The Sectional Chart Legend tells us the airport symbol with the small boxes at 12, 3, 6, and 9 o'clock indicate fuel is available. To determine the type of fuel and hours available, you would need to refer to the Chart Supplements - Airport/Facility Directory.

Tick marks around the basic airport symbol indicate that fuel is available and the airport is tended during normal working hours. (Normal working hours are Monday through Friday 10:00 A.M. to 4:00 P.M. local time.)

FAA-CT-8080-2H

Airman Knowledge Testing Supplement for Sport Pilot, Recreational Pilot, Remote Pilot, and Private Pilot



U.S. Department of Transportation
Federal Aviation Administration

DO NOT MARK IN THIS BOOK

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

LEGEND

Airports having control towers are shown in **blue**, all others in **magenta**. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. to 8069 ft. in length

Hard-surfaced runways greater than 8069 ft., or same multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

(R) Restricted or Private – (Soft surfaced runway, or hard surfaced runway less than 1500' in length.) Use only in emergency, or by specific authorization.

Military – Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information, consult DOD FLIP.

(H) Heliport Selected

(U) Unverified

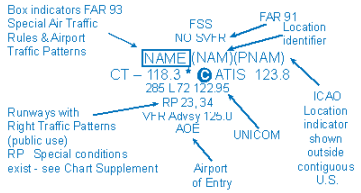
Abandoned–paved, having landmark value, 3000 ft. or greater

(F) Ultralight Flight Park Selected

Services–fuel available and field attended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time. Consult Chart Supplement for service availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA



FSS – Flight Service Station
NO SVFR – Fixed wing special VFR flight is prohibited.
CT– 118.3 – Control Tower (CT) primary frequency
★ – Star indicates operation part-time (see tower frequencies tabulation for hours of operation).
(C) – Indicates Common Traffic Advisory Frequencies (CTAF)
ATIS 123.8 – Automatic Terminal Information Service
ASOS/AWOS 135.42 – Automated Surface Weather Observing Systems (shown where full-time ATIS is not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM – Aeronautical advisory station
VFR Advsy – VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 – Elevation in feet
L – Lighting in operation sunset to sunrise
★L – Lighting limitations exist, refer to Airport/Facility Directory.
72 – Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective charactor is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace

Class C Airspace (mode C See FAR 91.215/AIM.)

Class D Airspace

40 Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value).

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface.

Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace.

2400 MSL / 4500 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above. Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° V 69

Total mileage between NAVAID, on direct Airways 169

Class E Airspace low altitude RNAV routes are indicated by center line.

T319 TK313 RNAV waypoint (helicopter only)

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas.

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR Part 93 for details)

ADIZ - Air Defense Identification Zone

Mode C (See FAR 91.215/AIM).

National Security Area

Terminal Radar Service Area (TRSA)

IR211 MTR - Military Training Route

MISCELLANEOUS

1° E Isogonic Line (2010 VALUE)

U Ultralight Activity

H Hang Glider Activity

G Glider Operations

UA Unmanned Aircraft Activity

Parachute Jumping Area (See Chart Supplement.)

Marine Light

NAME (VPXYZ)

VFR Waypoints (See Chart Supplement for latitude/longitude).

TOPOGRAPHIC INFORMATION

95 40 Roads & Road Markers

Railroad

Power Transmission Lines

Aerial Cable

Landmark Feature - stadium, factory, school, golf course, etc.

Outdoor Theater

Lookout Tower

618 (Elevation Base of Tower)

CG Coast Guard Station

Race Track

Tank-water, oil or gas

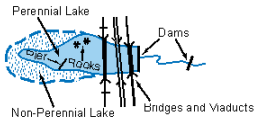
Oil Well • Water Well

Mine or Quarry

Mountain Pass

11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes).



RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Non-Directional Radiobeacon (NDB)

NDB-DME

Other facilities. i.e., FSS Outlet, RCO, etc.

COMMUNICATION BOXES

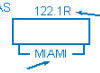
Underline indicates no voice on this frequency.

Crosshatch indicates Shutdown Status

★ Operates less than continuous or On-Request.

A ASOS/AWOS

H HIWAS



FSS radio providing voice communication

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see Chart Supplement.

R - Receive Only.

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Chart Supplement for complete information.

OBSTRUCTIONS

1000 ft. and higher AGL

below 1000 ft. AGL

or Group Obstruction

Obstruction with high-intensity lights May operate part-time

or

Elevation of the top above mean sea level

2049 (1149) Height above ground

UC Under construction or reported; position and elevation unverified.

NOTICE: Guy wires may extend outward from structures.

Legend 1. Sectional Aeronautical Chart.

Question 5

Which is true concerning the blue and magenta colors used to depict airports on Sectional Aeronautical Charts?

M+

Airports with control towers underlying Class A, B, and C airspace are shown in blue, Class D and E airspace are magenta.

Airports with control towers underlying Class C, D, and E airspace are shown in magenta.

Airports with control towers underlying Class B, C, D, and E airspace are shown in blue.

Question 5

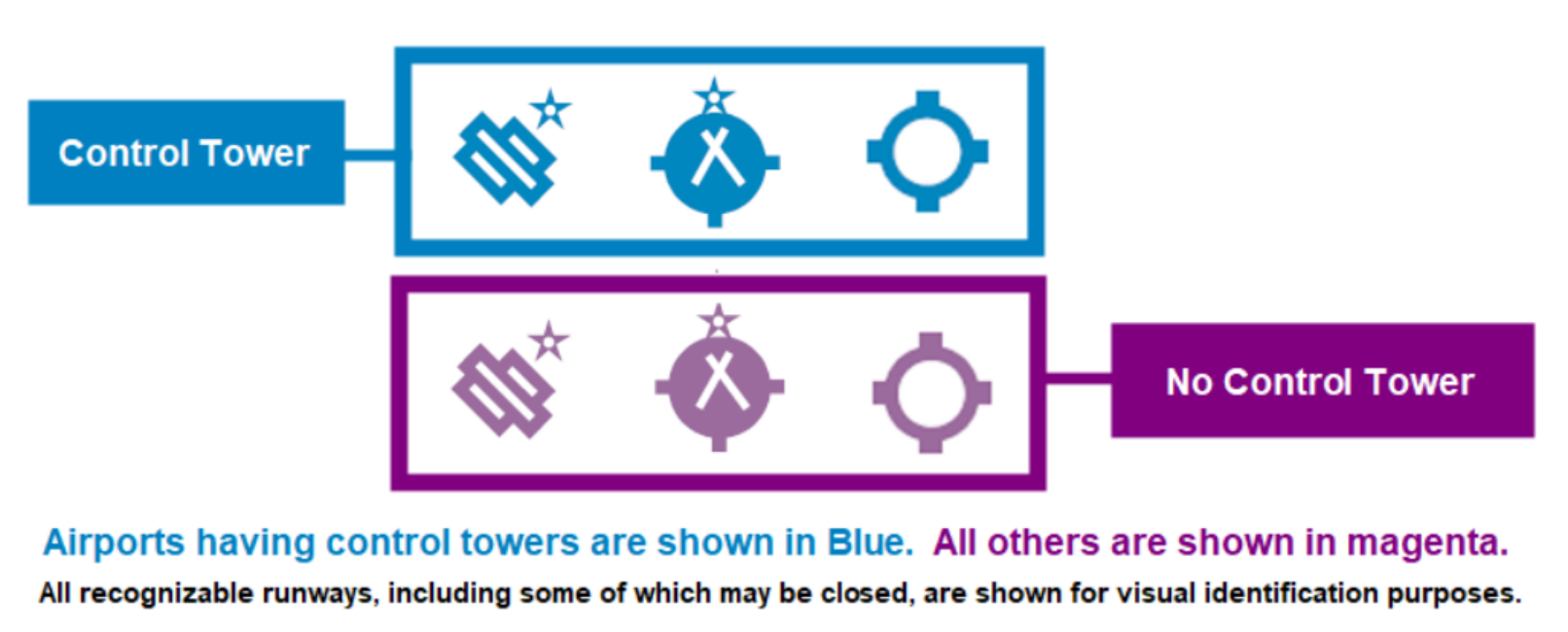
Which is true concerning the blue and magenta colors used to depict airports on Sectional Aeronautical Charts?

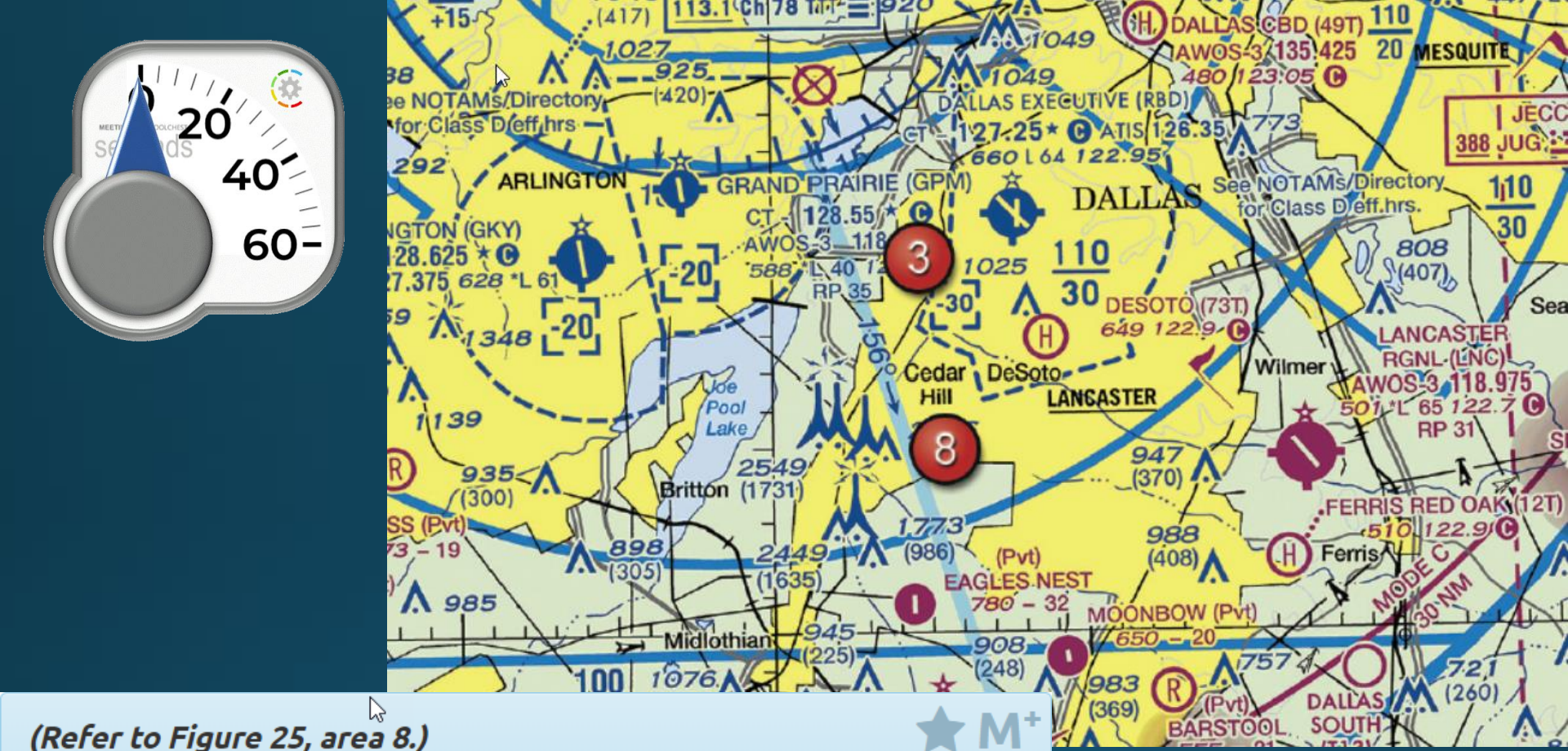
Airports with control towers underlying Class A, B, and C airspace are shown in blue, Class D and E airspace are magenta.

Airports with control towers underlying Class C, D, and E airspace are shown in magenta.

Airports with control towers underlying Class B, C, D, and E airspace are shown in blue.

Question 5


Control Tower
No Control Tower
Airports having control towers are shown in Blue. All others are shown in magenta.
All recognizable runways, including some of which may be closed, are shown for visual identification purposes.

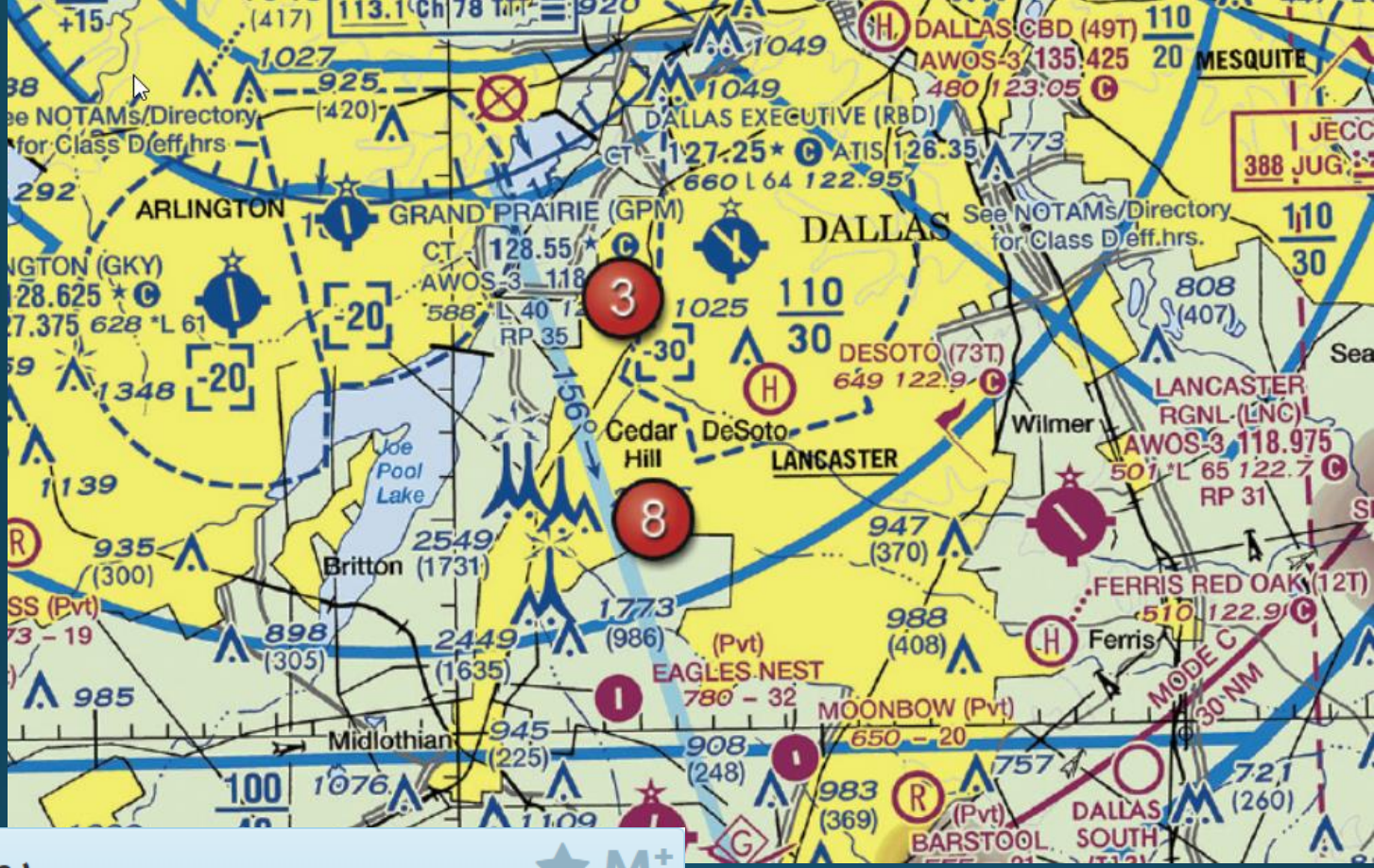


(Refer to Figure 25, area 8.)

What minimum altitude is required to fly over the Cedar Hill TV towers in the congested area south of Dallas Executive (RBD)?

- 2,655 feet MSL.
- 3,549 feet MSL.
- 3,449 feet MSL.

Question 6



(Refer to Figure 25, area 8.)

What minimum altitude is required to fly over the Cedar Hill TV towers in the congested area south of Dallas Executive (RBD)?

2,655 feet MSL.

3,549 feet MSL.

3,449 feet MSL.

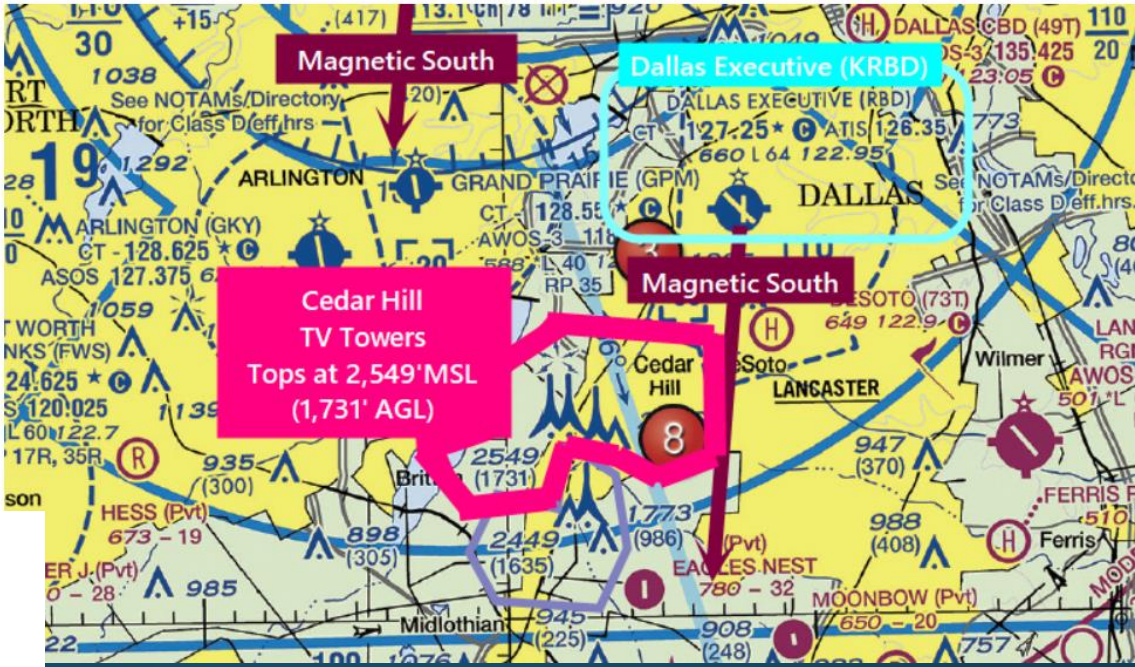
Question 6

There's two things we need to do to answer this question:

1. Find the towers and determine the altitude of the top of them
2. Recall the FAA regulations for minimum safe altitudes in congested areas and determine how this applies here.

Step 1: Find the towers and determine the altitude of the top of them

It would be nicer if the FAA asked this question as "towers southwest of Dallas Executive" rather than "south", but from the label we can identify the correct set of towers.



OBSTRUCTIONS

bldg — 1000' and higher AGL

Above 200' & below 1000' AGL (above 299' AGL in urban areas)

Group Obstruction

Obstruction with hi-intensity lights.

2049 — Elevation of the top above mean sea level

(1149) — Height above ground

UC — Under Construction or reported and position / elevation unverified

Question 6

Step 2: Recall the FAA regulations for minimum safe altitudes in congested areas and determine how this applies here.

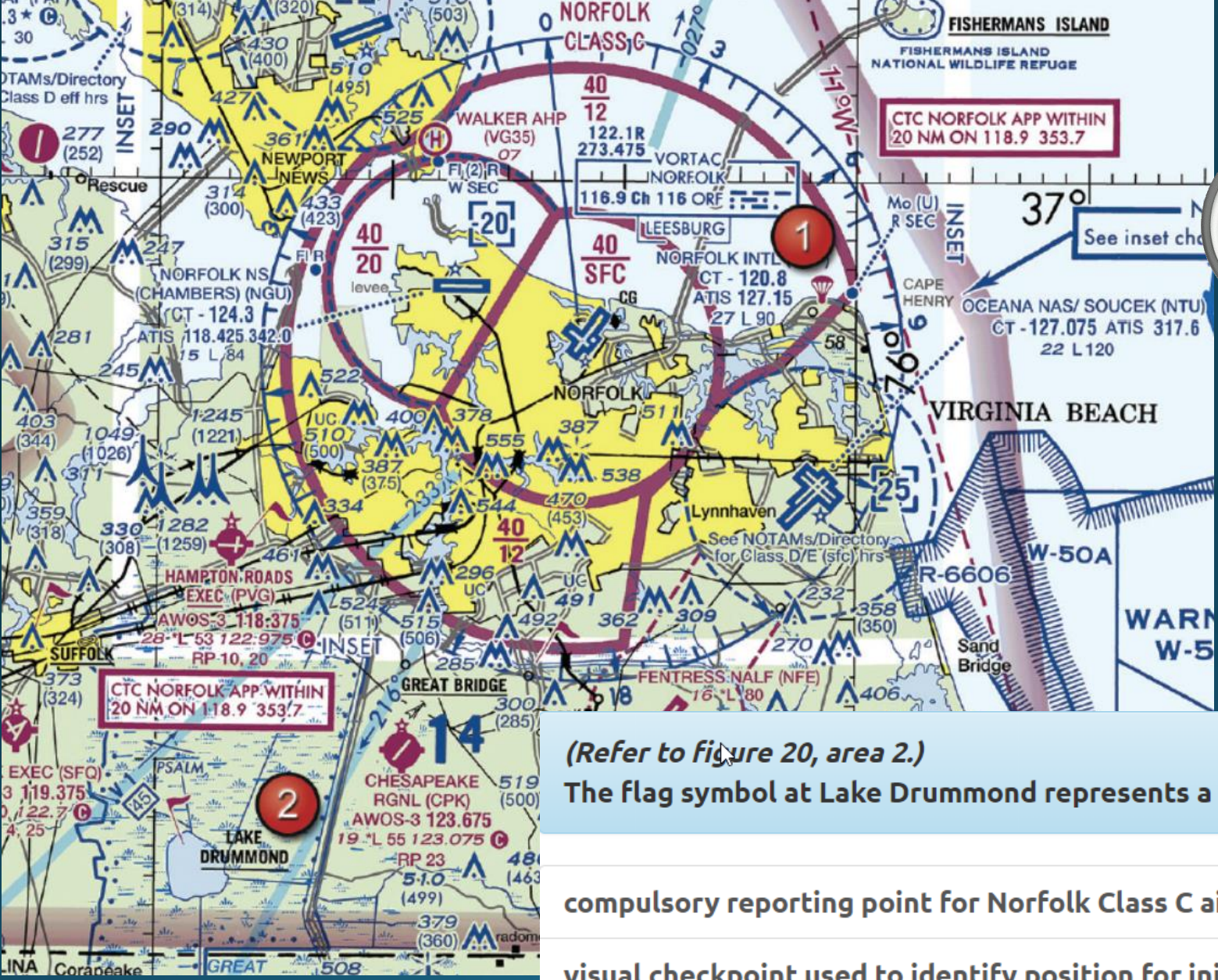
The question text reinforces to us that this is a "congested area."

Here, we need to recall 14 CFR Part 119: Minimum safe altitudes: General.

> Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:
>
> a. Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
>
> b. **Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.**
>
> c. Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
>
> d. Helicopters, powered parachutes, and weight-shift-control aircraft. If the operation is conducted without hazard to persons or property on the surface -
>
> 1. A helicopter may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section, provided each person operating the helicopter complies with any routes or altitudes specifically prescribed for helicopters by the FAA; and
> 2. A powered parachute or weight-shift-control aircraft may be operated at less than the minimums prescribed in paragraph (c) of this section.

So, we need to be 1,000 feet above top of the towers.

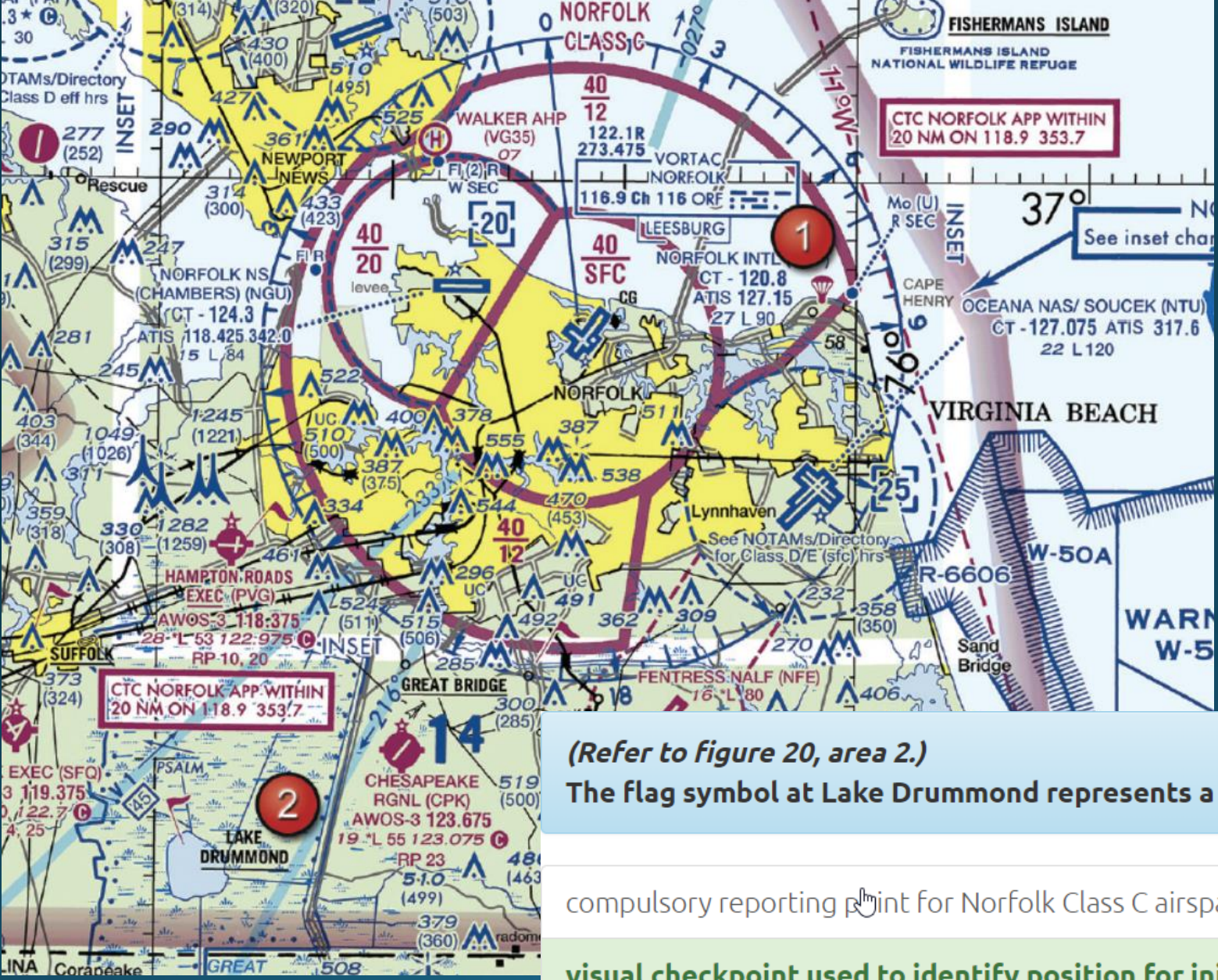
2,549 feet MSL + 1,000 feet = **3,549 feet MSL**



(Refer to figure 20, area 2.)

The flag symbol at Lake Drummond represents a

- compulsory reporting point for Norfolk Class C airspace.
- visual checkpoint used to identify position for initial callup to Norfolk Approach Control.
- compulsory reporting point for Hampton Roads Airport.



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The flag symbol at Lake Drummond represents a

compulsory reporting point for Norfolk Class C airspace.

visual checkpoint used to identify position for initial callup to Norfolk Approach Control.

compulsory reporting point for Hampton Roads Airport.

Question 7

Flag symbols on sectional charts refer to visual checkpoints. Remember, you can look at the chart legends during the test (see Legend 1)

Name (Magenta, Blue or Black)
Visual Check Point