

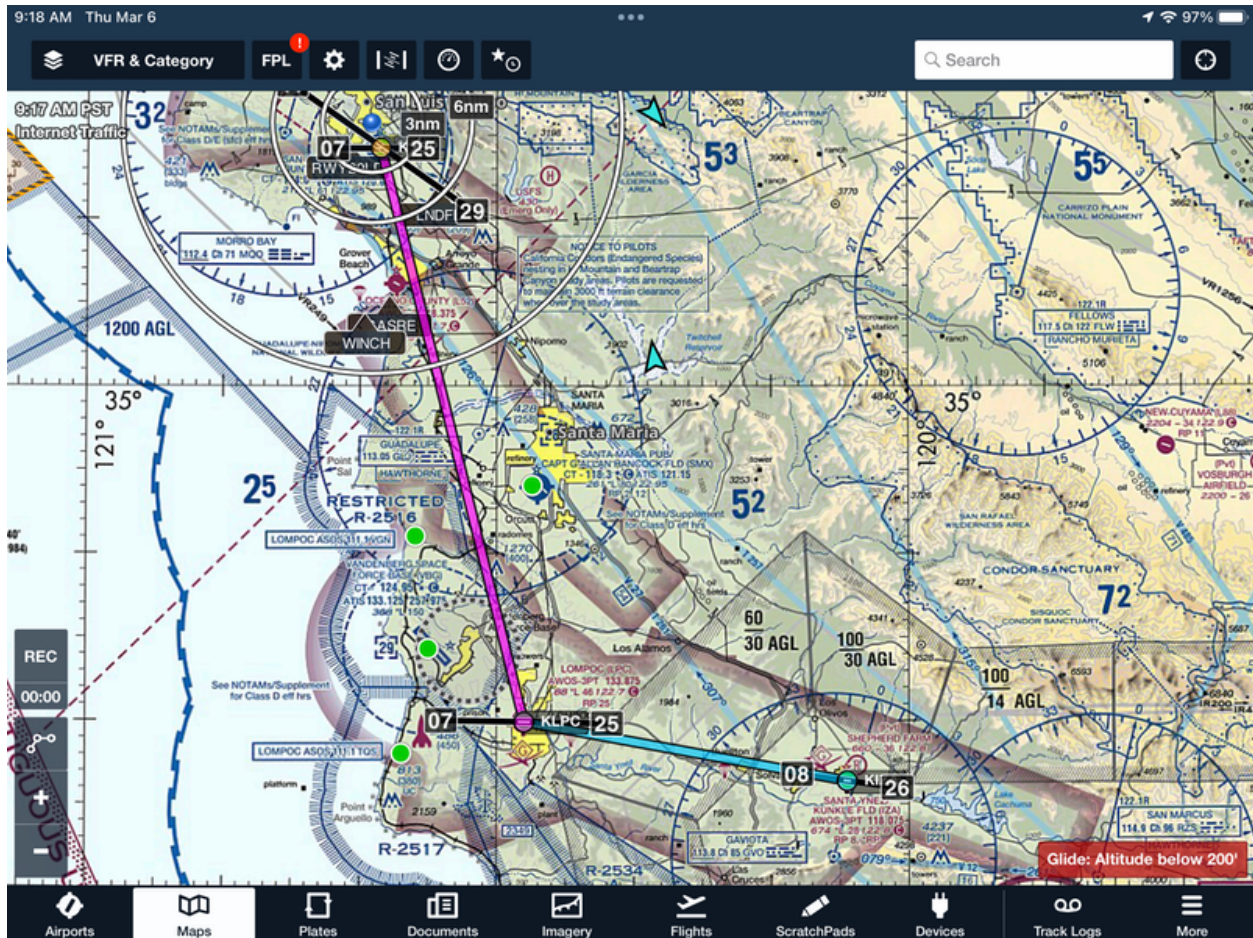
## Exercises

There was a lot of new information in the last class so for the next class I thought we could spend time putting that knowledge to work. To get ready for the class this is what I'd like you to do.

### Review the Classes of Airspace and the Definitions from the Presentation.

<https://eaa170.touringmachine.com/GroundSchool/Airspace%20and%20Charts%20Presentation.pdf>

Using the charts from the class or SkyVector, find KSBP, KLPC, and KIZA on the map. Draw a line between the airports and plan a flight between them at 2,000' MSL.



Who you must talk to along the way and what frequencies do you use when talking to them. Which classes of airspace are you flying through?

Two frequencies you might need that aren't on the chart are Santa Barbara Departure (127.725) and Santa Barbara Approach (124.15).

Repeat the exercise at 3,500' MSL. What changes?

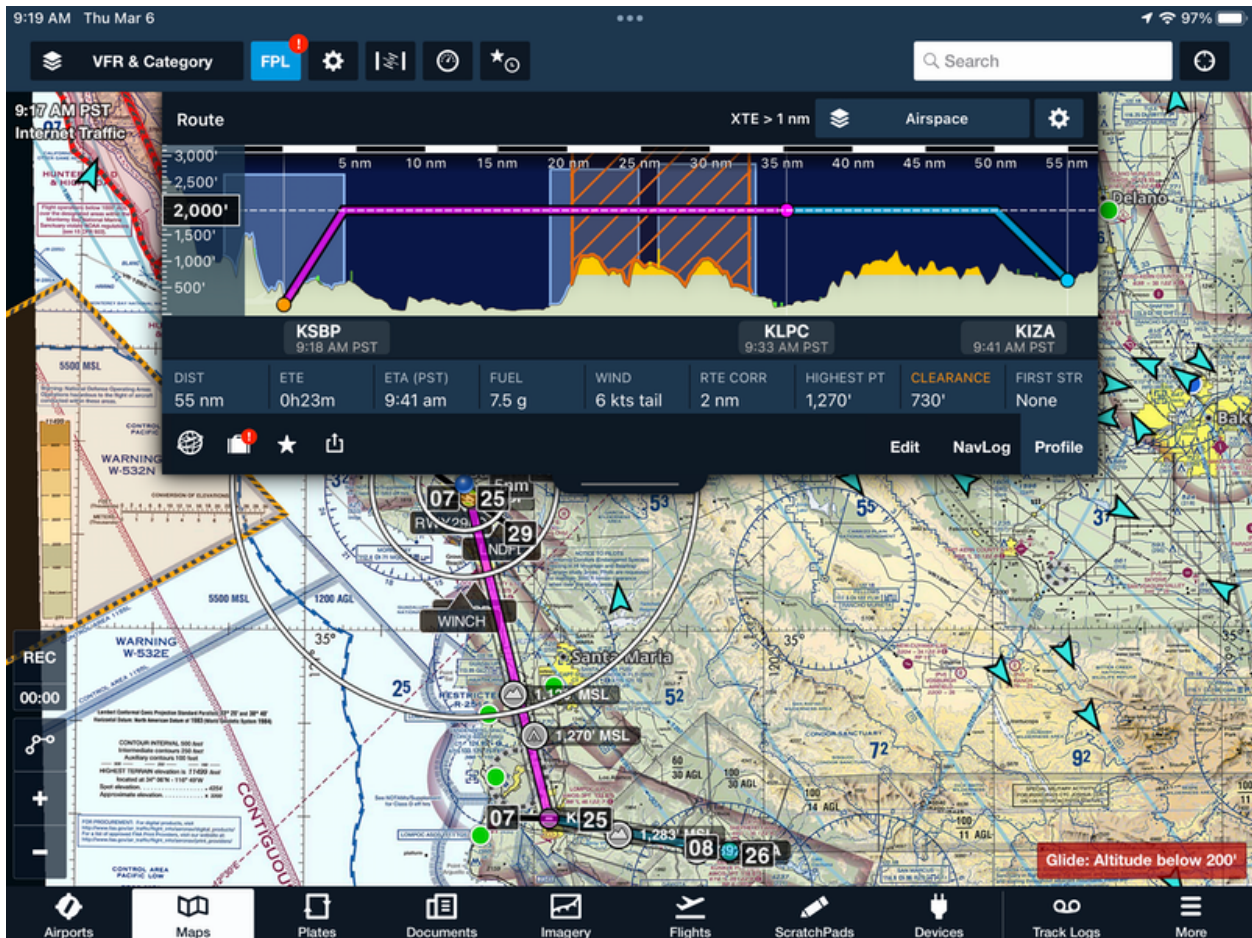
# Exercises

We talked about a lot of the features on the chart. For example, I see the latitude and longitude, isogonic lines, lots of information about airports, and three classes of airspace.

Some things we didn't talk about like the blue numbers with a smaller number next to them. e.g 2<sup>5</sup> and 5<sup>2</sup>. And the gray hashed areas with numbers and AGL. Look them up in the [Aeronautical Chart Users Guide](https://aeronav.faa.gov/user_guide/cug-complete_20250220.pdf)

[https://aeronav.faa.gov/user\\_guide/cug-complete\\_20250220.pdf](https://aeronav.faa.gov/user_guide/cug-complete_20250220.pdf)

Challenge: ForeFlight will give you a profile view where you can see obstacles along the way but you can also see the elevation from the chart. Can you verify the information that ForeFlight is giving about obstacles and height above the ground?



## Exercises

### Practice following taxiing directions

Once you've mastered the alphabet, pull up some airport diagrams for smaller Class B (KSTL, KCLE, KPIT, KSAN) or larger Class C or D (KSNA, KONT, KVNY) and listen to the ground controllers direct airplanes. First review the names of the taxiways and runways so you are familiar with the letters and numbers they use. Write the clearances down and then trace them on the chart.

### Practice listening to the ATIS

Open SkyVector and pick some airports with control towers, (They are colored blue or magenta) and have dashed or solid rings around them). Get the METAR and write it down, then listen to the ATIS on LiveATC. From the wind direction, predict which runway is in use. Everything should match except for the wind direction which differs by the magnetic declination and the remarks.

Once you've mastered listening to the ATIS and matching it up with the METAR, try listening to a few without reading the METAR first. It usually takes me a few times listening to it to be sure I have the numbers written down correctly.

Knowing the current time, can you figure out which time zone the airport is in from the reported ZULU time on the ATIS?

Can you figure out the approximate magnetic declination from the difference between the ATIS and the METAR? Find the isogonic line on the chart.

### Explain how to get the ATIS and what it means to someone.

The best way to be sure you understand something is to explain it to someone else.

You can use this heading indicator to figure out wind direction or print a bunch from [this](#) document.



## Exercises