Today's Date is July 15, 2010. You own a two-seat tailwheel single engine airplane, an 8KCAB Citabria, and you keep it at the KPGV, Pitt-Greenville airport. You are planning a special trip for today, carrying your brother and his two children for an airplane trip. They are in town on a visit from Michigan, and since you are fairly close to the coast of North Carolina, you offer to take them to the Wright Brothers memorial at the First Flight Airport (KFFA) in Kill Devil Hills. Since there are 4 of you, you can't take your own airplane. Instead you rent a 1980 4-place Cessna 172P so that you can take everyone in a single trip. Here are some details about your history:

Flight Review: Completed on 8/18/2009 in 8KCAB Citabria
First Class Medical Issued: March 24, 2006
Pilot Age: 33
Private Pilot Certificate Issued: October 18, 2006

Recent Flight Experience

Date	Aircraft Type	Aircraft Reg.	Route of Flight	PIC	Landings	Night
4/10/10	8KCAB Citabria	N805TB	PGV-PGV	1.4	3	3 LDG,1.4 hrs
5/29/10	8KCAB Citabria	N805TB	PGV-ISO-PGV	1.0	5	1 LDG, .3 hrs
6/12/10	8KCAB Citabria	N805TB	PGV-RDU-FAY	2.3	2	
6/19/10	8KCAB Citabria	N805TB	FAY-ILM-PGV	1.8	2	
7/10/10	8KCAB Citabria	N805TB	PGV-PGV	.8	4	

After you agree to make the trip, you get out your sectional and get to work. You see that there is a lot of special use airspace in the area, so you plan for your first leg to be from KPGV to the RMACK intersection to overfly the KMQI airport, then to land at KFFA. RMACK is located on the Wright Brothers 281 radial and is depicted on the sectional. You are planning to depart at 1745Z. As you plan for your flight, use the RDU winds aloft. Use a final cruise altitude of 5500 for the first leg. Climb according to the "Max Rate of Climb" chart, and cruise at the highest power setting on the Cruise chart. Figure your cruise performance on the first leg based on the 6000 foot pressure altitude numbers, since they are very close to 5500-foot numbers and you don't care for unnecessary interpolation. Consider the difference between IAS and CAS to be negligible, and in this airplane, surprisingly, there is no magnetic deviation. Use a TAS of 140 and a fuel burn of 4 GPH for all descents. Calculate fuel burn and time to arrive over the destination airport at 1000 AGL, and disregard the traffic pattern for fuel and time planning purposes.

The aircraft empty weight is 1525 pounds (Empty Moment/1000 is 57.5). You and your brother weigh 350 pounds together, and the back seat passengers weigh 250 pounds together. The aircraft carries a box of convenience items in baggage area 2 that weighs 50 pounds. The last annual inspection was signed off on December 17th, 2009.

Here is a portion of your weather briefing:

```
Current Conditions:
METAR KPGV 151700Z AUTO 09005KT 7SM CLR 33/20 A3006 RMK AO2
METAR KFFA 151700Z AUTO 10004KT 10SM CLR 30/25 A3007 RMK AO2
     T02950251
METAR KMQI 151701Z AUTO 14007KT 10SM SCT035 SCT042 SCT060 31/25
     A3007 RMK AO2

TAF AMD KPGV 151318Z 1513/1612 00000KT 5SM BR OVC003 TEMPO
     1513/1514 P6SM NSW SCT010
     FM151400 22004KT P6SM SCT030
     FM151800 20007KT P6SM SCT040CB
     FM160200 20005KT P6SM BKN250
     FM160900 21004KT 4SM BR BKN250 AMD LTD TO CLD VIS AND
```

******** Convective SIGMET ********
MKCE WST 151655
CONVECTIVE SIGMET 50E
VALID UNTIL 1855Z
NC SC AND NC SC FL GA CSTL WTRS
FROM 90E ECG-170SE ECG-80NE VRB-70E CRG-30SSW FLO-90E ECG
AREA TS MOV LTL. TOPS ABV FL450.

******** Surface Observations ********
METAR KISO 151655Z 05005KT 7SM SCT030 32/23 A3005
METAR KPGV 151700Z AUTO 09005KT 7SM CLR 33/20 A3006 RMK AO2
current hourly report not available for OCW
METAR KOCW 151605Z AUTO 15004KT 10SM CLR 31/23 A3005 RMK AO2
METAR KOCW 151623Z AUTO 11004KT 10SM CLR 31/22 A3006 RMK AO2
METAR KOCW 151643Z AUTO 13003KT 10SM CLR 32/23 A3006 RMK AO2
METAR KEDE 151659Z AUTO 15006KT 10SM CLR 32/20 A3003 RMK AO2
METAR KECG 151654Z VRB06KT 10SM CLR 32/22 A3005 RMK AO2 SLP176
    T03220222
METAR KMQI 151701Z AUTO 14007KT 10SM SCT035 SCT042 SCT060 31/25
     A3007 RMK AO2
METAR KFFA 151700Z AUTO 10004KT 10SM CLR 30/25 A3007 RMK AO2
     T02950251

******** Pilot Reports ********
OCW UA /OV EWN360035 /TM 1602 /FL060 /TP P28A /SK BKN040-TOP060
    /RM BLDUPS SE
******** Terminal Forecasts ********
TAF KISO 151121Z 1512/1612 00000KT 1/4SM FG OVC002
     FM151400 19004KT P6SM BKN020
     FM151700 20007KT P6SM SCT035CB
     FM160200 19005KT P6SM BKN250
     FM160900 19004KT 2SM BR BKN010 AMD NOT SKED
TAF AMD KPGV 151318Z 1513/1612 00000KT 5SM BR OVC003 TEMPO
     1513/1514 P6SM NSW SCT010
     FM151400 22004KT P6SM SCT030
     FM151800 20007KT P6SM SCT040CB
     FM160200 20005KT P6SM BKN250
     FM160900 21004KT 4SM BR BKN250 AMD LTD TO CLD VIS AND
     WIND
TAF KECG 151120Z 1512/1612 00000KT 4SM BR SKC TEMPO 1512/1513 1
     1/2SM BR
     FM151300 26004KT P6SM SKC
     FM151800 15006KT P6SM SCT040
     FM160200 22006KT P6SM SKC
     FM160900 23007KT 4SM BR SKC

******** FD Winds Aloft Forecast ********
DATA BASED ON 151200Z
REQUESTED
VALID 151800Z   FOR USE 1400-2100Z. TEMPS NEG ABV 24000   ALTITUDE
FT 3000   6000   9000   12000   18000   24000 30000 34000 39000 6000
RDU 1406 1707+16 9900+10 9900+05 0314-04 0214-17 300932 252041 261452 1707+16
ILM 2012 9900+16 9900+10 9900+05 0306-05 0107-15 221131 202540 232453 9900+16
ORF 9900 2805+16 2806+10 2808+05 0111-05 3610-17 241831 252440 241351 2805+16
HAT 2312 2605+16 9900+11 2707+06 9900-06 2212-15 232830 223041 231952 2605+16

******** NOTAMs ********
!RDU 12/056 RDU RWY 5L PAPI OTS
!ILM 08/038 ILM RWY 35 ALS OTS
!ILM 08/043 ILM RWY 35 THR DSPLCD 400
!ILM 06/014 ILM RWY 24 ALS OTS EXC LOW INTST
!ILM 07/009 ILM RWY 17 VASI OTS WEF 1007131200-1008141900
!ILM 07/013 ILM RWY 17/35 CLSD WEF 1007131200-1007161900
!ILM 07/014 ILM RWY 35 PAEW AER
!RDU 04/195 N08 RWY 3/21 CLEARED AREA WEST OF RWY CLSD
!PGV 02/005 PGV RWY 2 AER HEAVY BIRD ACTIVITY
!PGV 03/006 PGV RWY 2 REIL OTS
!RDU 01/139 MCZ RWY 3 PAPI OTS
!OCW 03/002 OCW RWY 11/29 CLSD
!RDU 01/152 PMZ RWY 21 PAPI UNUSBL BND 8 DEG RIGHT OF CRS DUE TO
TREES WEF 1001151359
!RDU 12/217 7W6 RWY 29 PAPI OTS
!RDU 12/218 7W6 RWY 11 PAPI OTS
!ECG 07/002 ECG AD CLSD PLA WEF 1007151600-1007151900

TAKEOFF DISTANCE

MAXIMUM WEIGHT 2400 LBS

SHORT FIELD

CONDITIONS:
Flaps 10°
Full Throttle Prior to Brake Release
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Short field technique as specified in Section 4.
2. Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
3. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
4. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS
2400	51	56	S.L.	795	1460	860	1570	925	1685	995	1810	1065	1945
			1000	875	1605	940	1725	1015	1860	1090	2000	1170	2155
			2000	960	1770	1035	1910	1115	2060	1200	2220	1290	2395
			3000	1055	1960	1140	2120	1230	2295	1325	2480	1425	2685
			4000	1165	2185	1260	2365	1355	2570	1465	2790	1575	3030
			5000	1285	2445	1390	2660	1500	2895	1620	3160	1745	3455
			6000	1425	2755	1540	3015	1665	3300	1800	3620	1940	3990
			7000	1580	3140	1710	3450	1850	3805	2000	4220	---	---
			8000	1755	3640	1905	4015	2060	4480	---	---	---	---

TAKEOFF DISTANCE

2200 LBS AND 2000 LBS

SHORT FIELD

REFER TO SHEET 1 FOR APPROPRIATE CONDITIONS AND NOTES.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS
2200	49	54	S.L.	650	1195	700	1280	750	1375	805	1470	865	1575
			1000	710	1310	765	1405	825	1510	885	1615	950	1735
			2000	780	1440	840	1545	905	1660	975	1785	1045	1915
			3000	855	1585	925	1705	995	1835	1070	1975	1150	2130
			4000	945	1750	1020	1890	1100	2040	1180	2200	1270	2375
			5000	1040	1945	1125	2105	1210	2275	1305	2465	1405	2665
			6000	1150	2170	1240	2355	1340	2555	1445	2775	1555	3020
			7000	1270	2440	1375	2655	1485	2890	1605	3155	1730	3450
			8000	1410	2760	1525	3015	1650	3305	1785	3630	1925	4005
2000	46	51	S.L.	525	970	565	1035	605	1110	650	1185	695	1265
			1000	570	1060	615	1135	665	1215	710	1295	765	1385
			2000	625	1160	675	1240	725	1330	780	1425	840	1525
			3000	690	1270	740	1365	800	1465	860	1570	920	1685
			4000	755	1400	815	1500	880	1615	945	1735	1015	1865
			5000	830	1545	900	1660	970	1790	1040	1925	1120	2070
			6000	920	1710	990	1845	1070	1990	1150	2145	1235	2315
			7000	1015	1900	1095	2055	1180	2225	1275	2405	1370	2605
			8000	1125	2125	1215	2305	1310	2500	1410	2715	1520	2950

TIME, FUEL, AND DISTANCE TO CLIMB

MAXIMUM RATE OF CLIMB

CONDITIONS:
Flaps Up
Full Throttle
Standard Temperature

NOTES:
1. Add 1.1 gallons of fuel for engine start, taxi and takeoff allowance.
2. Mixture leaned above 3000 feet for maximum RPM.
3. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
4. Distances shown are based on zero wind.

WEIGHT LBS	PRESSURE ALTITUDE FT	TEMP °C	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
					TIME MIN	FUEL USED GALLONS	DISTANCE NM
2400	S.L.	15	76	700	0	0.0	0
	1000	13	76	655	1	0.3	2
	2000	11	75	610	3	0.6	4
	3000	9	75	560	5	1.0	6
	4000	7	74	515	7	1.4	9
	5000	5	74	470	9	1.7	11
	6000	3	73	425	11	2.2	14
	7000	1	72	375	14	2.6	18
	8000	-1	72	330	17	3.1	22
	9000	-3	71	285	20	3.6	26
	10,000	-5	71	240	24	4.2	32
	11,000	-7	70	190	29	4.9	38
	12,000	-9	70	145	35	5.8	47

Figure 5-7. Time, Fuel, and Distance to Climb

CRUISE PERFORMANCE

CONDITIONS:
2400 Pounds
Recommended Lean Mixture (See Section 4, Cruise)
NOTE:
Cruise speeds are shown for an airplane equipped with speed fairings which increase the speeds by approximately two knots.

PRESSURE ALTITUDE FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2000	2500	- - -	- - -	- - -	76	114	8.5	72	114	8.1
	2400	72	110	8.1	69	109	7.7	65	108	7.3
	2300	65	104	7.3	62	103	6.9	59	102	6.6
	2200	58	99	6.6	55	97	6.3	53	96	6.1
	2100	52	92	6.0	50	91	5.8	48	89	5.7
4000	2550	- - -	- - -	- - -	76	117	8.5	72	116	8.1
	2500	77	115	8.6	73	114	8.1	69	113	7.7
	2400	69	109	7.8	65	108	7.3	62	107	7.0
	2300	62	104	7.0	59	102	6.6	57	101	6.4
	2200	56	98	6.3	54	96	6.1	51	94	5.9
	2100	51	91	5.8	48	89	5.7	47	88	5.5
6000	2600	- - -	- - -	- - -	77	119	8.6	72	118	8.1
	2500	73	114	8.2	69	113	7.8	66	112	7.4
	2400	66	108	7.4	63	107	7.0	60	106	6.7
	2300	60	103	6.7	57	101	6.4	55	99	6.2
	2200	54	96	6.1	52	95	5.9	50	92	5.8
	2100	49	90	5.7	47	88	5.5	46	86	5.5
8000	2650	- - -	- - -	- - -	77	121	8.6	73	120	8.1
	2600	77	119	8.7	73	118	8.2	69	117	7.8
	2500	70	113	7.8	66	112	7.4	63	111	7.1
	2400	63	108	7.1	60	106	6.7	58	104	6.5
	2300	57	101	6.4	55	100	6.2	53	97	6.0
	2200	52	95	6.0	50	93	5.8	49	91	5.7
10,000	2600	74	118	8.3	70	117	7.8	66	115	7.4
	2500	67	112	7.5	64	111	7.1	61	109	6.8
	2400	61	106	6.8	58	105	6.5	56	102	6.3
	2300	55	100	6.3	53	98	6.0	51	96	5.9
	2200	50	93	5.8	49	91	5.7	47	89	5.6
12,000	2550	67	114	7.5	64	112	7.1	61	111	6.9
	2500	64	111	7.2	61	109	6.8	59	107	6.6
	2400	59	105	6.6	56	103	6.3	54	100	6.1
	2300	53	98	6.1	51	96	5.9	50	94	5.8

Figure 5-8. Cruise Performance

LANDING DISTANCE

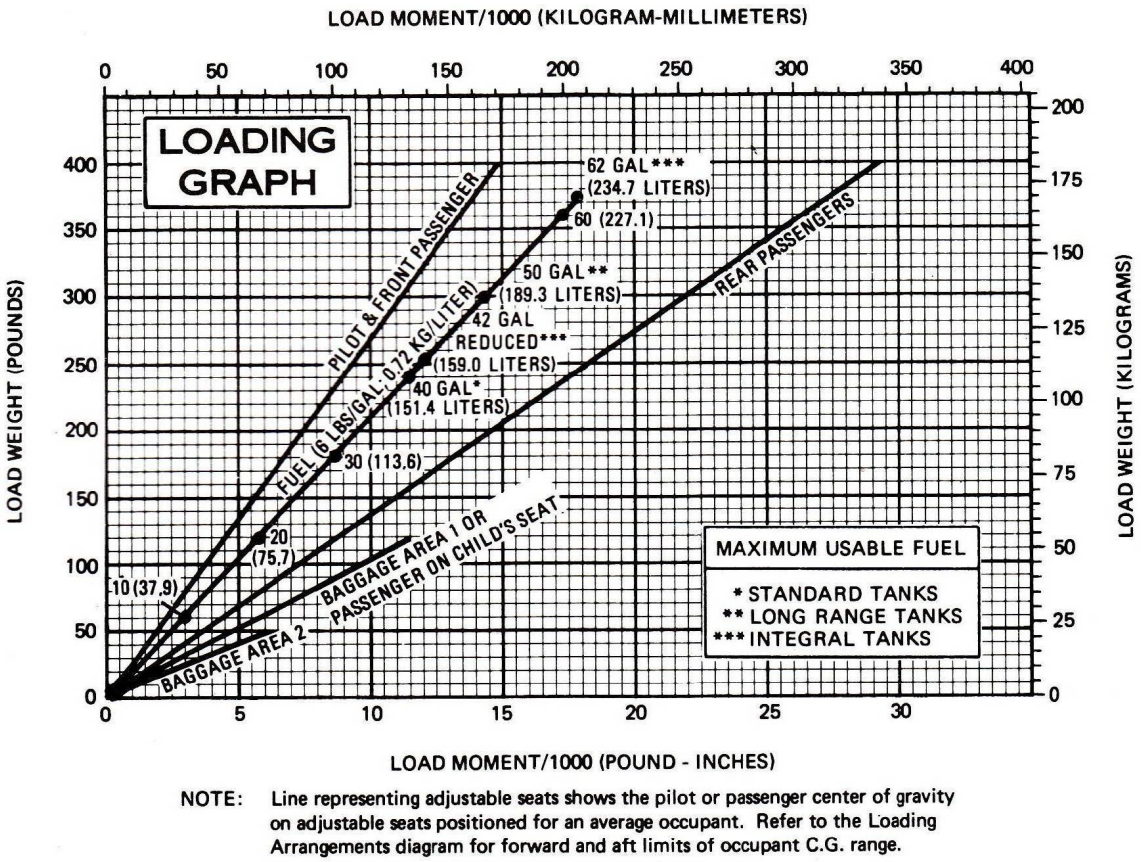
SHORT FIELD

CONDITIONS:
Flaps 30°
Power Off
Maximum Braking
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Short field technique as specified in Section 4.
2. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation on a dry, grass runway, increase distances by 45% of the "ground roll" figure.
4. If a landing with flaps up is necessary, increase the approach speed by 7 KIAS and allow for 35% longer distances.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS
2400	61	S.L.	510	1235	530	1265	550	1295	570	1325	585	1350
		1000	530	1265	550	1295	570	1325	590	1360	610	1390
		2000	550	1295	570	1330	590	1360	610	1390	630	1425
		3000	570	1330	590	1360	615	1395	635	1430	655	1460
		4000	595	1365	615	1400	635	1430	660	1470	680	1500
		5000	615	1400	640	1435	660	1470	685	1510	705	1540
		6000	640	1435	660	1470	685	1510	710	1550	730	1580
		7000	665	1475	690	1515	710	1550	735	1590	760	1630
		8000	690	1515	715	1555	740	1595	765	1635	790	1675

Figure 5-11. Landing Distance



NOTE: Line representing adjustable seats shows the pilot or passenger center of gravity on adjustable seats positioned for an average occupant. Refer to the Loading Arrangements diagram for forward and aft limits of occupant C.G. range.

Figure 6-6. Loading Graph

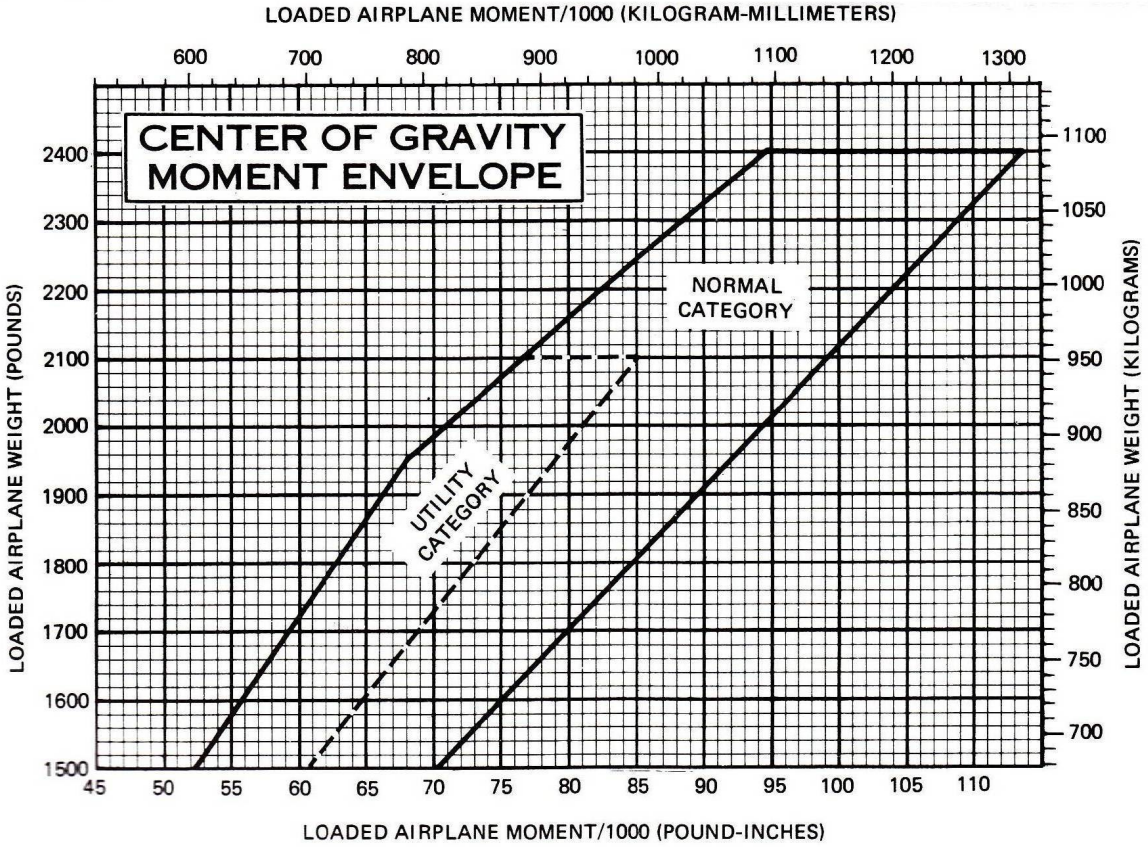


Figure 6-7. Center of Gravity Moment Envelope

GREENVILLE

PITT–GREENVILLE (PGV) 2 N UTC–5(–4DT) N35°38.12′ W77°23.12′

CHARLOTTE
H–9C, 12H, L–35C
IAP, AD

26 B S4 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE PGV

RWY 02–20: H6505X150 (ASPH–GRVD) S–40, D–65 HIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Trees.

RWY 20: MALSR. PAPI(P4L)—GA 3.0°TCH 25′. Thld dsplcd 350′. Trees.

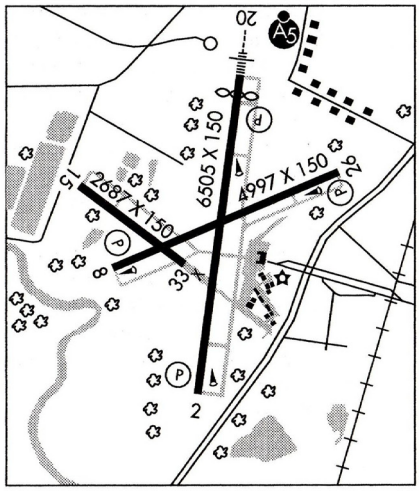
RWY 08–26: H4997X150 (ASPH) S–40, D–65 MIRL

RWY 08: REIL. PAPI(P4L)—GA 4.0° TCH 42′. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Pole.

RWY 15–33: H2687X150 (ASPH) S–40, D–65

RWY 15: Trees. **RWY 33:** Trees.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–6505	TODA–6505	ASDA–6505	LDA–6505
RWY 08:	TORA–4997	TODA–4997	ASDA–4997	LDA–4997
RWY 15:	TORA–2687	TODA–2687	ASDA–2687	LDA–2687
RWY 20:	TORA–6505	TODA–6505	ASDA–6505	LDA–6157
RWY 26:	TORA–4997	TODA–4997	ASDA–4997	LDA–4997
RWY 33:	TORA–2687	TODA–2687	ASDA–2687	LDA–2687

AIRPORT REMARKS: Attended Mon–Fri 1030–0430Z‡, Sat 1030–0300Z‡, Sun 1030–0430Z‡. Rwy 15–33 multiple large cracks in pavement. Grass growing out of cracks. Class I, ARFF Index B. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hr PPR call arpt manager 252–758–4707. Index C ARFF equip avbl upon req. 24 hr helicopter ops at hospital 1.5 NM SSW of arpt; monitoring CTAF. Lgtd windsock OTS indef. Rwy 15–33 non–acr acft only. ACTIVATE MIRL Rwy 08–26, HIRL Rwy 02–20 and MALSR Rwy 20—CTAF. PAPI Rwy 02, Rwy 20, Rwy 08 and Rwy 26 opr continuous.

WEATHER DATA SOURCES: AWOS–3 128.425 (252) 758–6485.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.35 (RALEIGH RADIO)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 135.5

CLNC DEL 122.35 (RALEIGH RADIO)

AIRSPACE: CLASS E svc 1100–0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61′ W77°42.23′ 148° 25.7 NM to fld. 70/05W.

ALWOOD NDB (MHW) 230 AQE N35°42.41′ W77°22.31′ 198° 4.3 NM to fld. NOTAM FILE PGV.

ILS/DME 110.7 I–PGV Chan 44. Rwy 20. Class IB. LOC unmonitored 0430–1100Z‡. DME unmonitored. GS unmonitored.

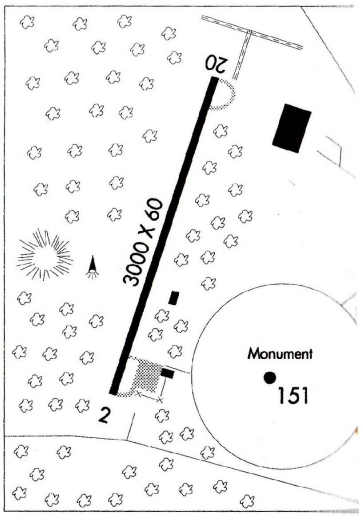
KILL DEVIL HILLS

FIRST FLIGHT (FFA) 1 W UTC–5(–4DT) N36°01.09′ W75°40.28′

13 TPA—813(800) NOTAM FILE FFA

RWY 02–20: H3000X60 (ASPH) S–10

RWY 02: Road. **RWY 20:** Brush. Rgt tfc.



AIRPORT REMARKS: Unattended. Airport CLOSED 30 minutes after SS until 30 minutes before SR. Hang gliding and powered hang gliding to 4000′ invof arpt from SR–SS year round. Unmarked p-lines in apch area Rwy 02; 300′ twr and tank ½ mile N of Rwy 20 thld. Deer and birds on and invof arpt. PPR Superintendent Cape Hatteras National Seashore, Manteo, NC, required for acft over 12,500 lbs. Windsock partially obscured by trees from apron. A maximum of 24 hrs parking permitted. No more than two overnight stays per month. Restroom facilities on site, key code access to Pilot Lounge.

WEATHER DATA SOURCES: AWOS–3 118.075 (252) 449–0698.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MQI.

WRIGHT BROTHERS (T) VORW/DME 111.6 RBX Chan 53 N35°55.23′ W75°41.82′ 020° 6 NM to fld. 10/08W.

MANTEO

DARE CO RGNL (MQI) 1 NW UTC−5(−4DT) N35°55.14′ W75°41.73′ **CHARLOTTE**
13 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE MQI **L–35D**
RWY 05–23: H4305X100 (ASPH) S–48 MIRL **IAP, AD**
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Thld dsplcd 305′.
RWY 23: PAPI(P2L)—GA 4.0°. Thld dsplcd 301′. Trees.
RWY 17–35: H3301X73 (ASPH) S–20 MIRL
RWY 17: Thld dsplcd 289′. Trees.
RWY 35: Thld dsplcd 989′ Trees.
AIRPORT REMARKS: Attended 1300–0000Z‡. CLOSED Christmas day. After hrs self svc fuel avbl with credit card—100LL. Call 252–216–7028 or 252–216–8407. 300′ crane 3 NM SW AER 05. 200′ lgtd crane 2 NM SSW of arpt. Banner towing ops 200′ W of Rwy 05. Migratory waterfowl Oct–Feb. Rwy 05 15′ dropoff 40′ from thld. Rwy 23 PAPI OTS indef. ACTIVATE MIRL Rwys 05–23 and 17–35, PAPI and REIL Rwy 05—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.275 (252) 473–2826.
COMMUNICATIONS: CTAF/UNICOM 122.8
WASHINGTON CENTER APP/DEP CON 124.725
RADIO AIDS TO NAVIGATION: NOTAM FILE MQI.
WRIGHT BROTHERS (T) VORW/DME 111.6 RBX Chan 53
N35°55.23′ W75°41.82′ at fld. 10/08W.
MANTEO NDB (MHW) 370 MQI N35°54.92′ W75°41.70′ at fld.
COMM/NAV/WEATHER REMARKS: VORW/DME and NDB unmonitored 2300–1300Z‡.