

SESSION 16: CROSS-COUNTRY PLANNING — NOTAMS, CHART SUPPLEMENTS, AND TPPS

1. A NOTAM is best described as:

- A. A permanent change to a published chart
- B. A weather forecast product for terminal areas
- C. A notice of time-critical aeronautical information not known far enough in advance to publish on charts
- D. A pilot-submitted report of conditions aloft

2. A NOTAM reporting that a runway is closed or a navaid is out of service is classified as a:

- A. FDC NOTAM
- B. NOTAM (D), or "distant" NOTAM
- C. Military NOTAM
- D. Pointer NOTAM

3. FDC (Flight Data Center) NOTAMs are issued primarily for:

- A. Routine fuel availability changes
- B. Airport restaurant hours
- C. Temporary control tower staffing
- D. Regulatory matters such as amended instrument procedures and temporary flight restrictions

4. A NOTAM amending an instrument approach procedure (e.g., a raised minimum or an inoperative component) is found as a:

- A. NOTAM (D)
- B. FDC NOTAM
- C. Pointer NOTAM
- D. Military NOTAM

5. The Chart Supplement (formerly the Airport/Facility Directory) primarily contains:

- A. Enroute airway minimum altitudes
- B. The TAF for each listed airport
- C. Detailed airport, communication, navaid, and services information
- D. The text of all current FDC NOTAMs

6. A pilot needing the field elevation, runway lengths, lighting, and available services for a destination airport consults the:

- A. Chart Supplement
- B. Enroute low-altitude chart
- C. Surface Analysis Chart
- D. Winds and Temperatures Aloft Forecast

7. The textual Obstacle Departure Procedures (ODPs) for an airport are published in the:

- A. "Takeoff Minimums and (Obstacle) Departure Procedures" section at the front of the TPP volume
- B. Chart Supplement remarks only
- C. Enroute high-altitude chart
- D. METAR remarks for the airport

8. The Terminal Procedures Publication (TPP) contains:

- A. Only enroute airway charts
- B. Surface analysis and prognostic charts
- C. Winds aloft forecasts
- D. Instrument approach charts, SIDs, STARs, and departure/alternate minimums

9. A "Pointer NOTAM" serves to:

- A. Replace an FDC NOTAM permanently
- B. Provide weather information for the destination
- C. Highlight or call attention to another NOTAM
- D. Cancel all prior NOTAMs for an airport

10. Non-standard alternate minimums for a specific airport are published in the:

- A. Chart Supplement services section
- B. Enroute chart legend
- C. METAR remarks
- D. Alternate minimums section of the TPP

11. A TFR (Temporary Flight Restriction) is disseminated to pilots as a:

- A. NOTAM, typically an FDC NOTAM
- B. Permanent chart revision
- C. Routine METAR remark
- D. Chart Supplement entry only

12. A pilot must review NOTAMs before an IFR flight because:

- A. NOTAMs are advisory and rarely affect operations
- B. NOTAMs replace the need to check weather
- C. NOTAMs can affect the airport, nav aids, airspace, and procedures essential to the flight
- D. NOTAMs only matter for night operations

13. A NOTAM (D) indicating a VOR is out of service directly affects:

- A. The usability of any route or approach depending on that VOR
- B. Only VFR traffic patterns
- C. The destination's fuel prices
- D. The aircraft's weight and balance

14. The "Takeoff Minimums" published in the front of the TPP apply to:

- A. All Part 91 operations as mandatory minimums
- B. Commercial operators (Part 121/135); Part 91 pilots are not bound but should consider them
- C. Only night VFR departures
- D. Only turbine aircraft

15. Information about a specific airport's traffic pattern altitude, runway surface, and fuel availability is found in the:

- A. Chart Supplement
- B. TPP minimums section
- C. FDC NOTAM file
- D. Enroute high-altitude chart

16. A pilot planning to use a particular instrument approach should check NOTAMs specifically for:

- A. The destination restaurant hours
- B. The enroute winds aloft
- C. The aircraft's registration status
- D. Inoperative approach components, raised minimums, or procedure amendments

17. Graphically depicted Obstacle Departure Procedures, when published, appear:

- A. In the Chart Supplement only
- B. As a METAR remark
- C. Alongside SID charts in the TPP
- D. On the enroute low-altitude chart

18. The most thorough preflight information review integrates:

- A. NOTAMs, the Chart Supplement, the TPP, weather products, and charts together
- B. Only the destination METAR
- C. Only the enroute chart
- D. Only the aircraft's POH

19. A pilot finds an FDC NOTAM raising the minimums on the planned approach. The correct response is to:

- A. Disregard it because FDC NOTAMs are advisory
- B. Use the charted minimums regardless
- C. Apply it only if the weather is below the original minimums
- D. Apply the amended (higher) minimums when flying that approach

20. The Chart Supplement is published on what cycle?

- A. Daily, updated each morning
- B. Every 56 days
- C. Annually
- D. Only when an airport changes

21. A pilot reviewing NOTAMs discovers the only ILS at the destination is out of service. The appropriate planning response is:

- A. File anyway and expect the ILS to be restored
- B. Plan to use a different available approach and reassess the alternate requirement
- C. Cancel the flight entirely
- D. Ignore it because GPS approaches are unaffected

22. Special-use airspace activation and other airspace restrictions are commonly disseminated through:

- A. The Chart Supplement services section
- B. METAR remarks
- C. NOTAMs
- D. The winds aloft forecast

23. The TPP is published and revised on what cycle?

- A. Daily
- B. Every 7 days
- C. Every 28 days
- D. Annually

24. A pilot integrating the TPP and NOTAMs for the destination approach is verifying:

- A. The fuel price and restaurant availability
- B. The enroute cruising altitude
- C. The aircraft's weight and balance
- D. The current approach minimums, components, and any amendments

25. The fundamental purpose of reviewing NOTAMs, the Chart Supplement, and the TPP together is to:

- A. Satisfy a recordkeeping requirement with no operational value
- B. Ensure the pilot has complete, current information about the airports, nav aids, airspace, and procedures the flight depends on
- C. Replace the need for a weather briefing
- D. Determine the aircraft's registration validity

ANSWER KEY & EXPLANATIONS – SESSION 16

1. C. Time-critical notice — A NOTAM is a notice of time-critical aeronautical information not known far enough in advance to publish on charts.
2. B. NOTAM (D) — A closed runway or out-of-service nav aid is reported via a NOTAM (D).
3. D. Regulatory matters — FDC NOTAMs are issued for regulatory matters such as amended instrument procedures and TFRs.
4. B. FDC NOTAM — An amended instrument approach procedure is published as an FDC NOTAM.
5. C. Airport/services info — The Chart Supplement contains detailed airport, communication, nav aid, and services information.

6. A. Chart Supplement — Field elevation, runway lengths, lighting, and services are found in the Chart Supplement.

7. A. TPP front section — Textual ODPs are published in the "Takeoff Minimums and (Obstacle) Departure Procedures" section at the front of the TPP volume.

8. D. Approaches/SIDs/STARs — The TPP contains instrument approach charts, SIDs, STARs, and departure/alternate minimums.

9. C. Highlights another NOTAM — A Pointer NOTAM highlights or calls attention to another NOTAM.

10. D. TPP alternate section — Non-standard alternate minimums are published in the alternate minimums section of the TPP.

11. A. FDC NOTAM — A TFR is disseminated as a NOTAM, typically an FDC NOTAM.

12. C. Affects flight essentials — NOTAMs must be reviewed because they can affect the airport, nav aids, airspace, and procedures essential to the flight.

13. A. Route/approach usability — An out-of-service VOR NOTAM directly affects the usability of any route or approach depending on that VOR.

14. B. Part 121/135 binding — Published takeoff minimums bind commercial operators; Part 91 pilots are not bound but should consider them.

15. A. Chart Supplement — Traffic pattern altitude, runway surface, and fuel availability are found in the Chart Supplement.

16. D. Inop components/amendments — For an approach, check NOTAMs for inoperative components, raised minimums, or procedure amendments.

17. C. With SID charts in TPP — Graphical ODPs appear alongside SID charts in the TPP.
18. A. Integrated review — The most thorough review integrates NOTAMs, the Chart Supplement, the TPP, weather products, and charts together.
19. D. Apply higher minimums — An FDC NOTAM raising minimums must be applied when flying that approach.
20. B. Every 56 days — The Chart Supplement is published on a 56-day cycle.
21. B. Use another approach — With the ILS out of service, plan to use a different available approach and reassess the alternate requirement.
22. C. NOTAMs — Special-use airspace activation and airspace restrictions are commonly disseminated through NOTAMs.
23. C. Every 28 days — The TPP is published and revised on a 28-day cycle.
24. D. Current approach data — Integrating the TPP and NOTAMs verifies current approach minimums, components, and any amendments.
25. B. Complete current info — The purpose is to ensure complete, current information about the airports, nav aids, airspace, and procedures the flight depends on.