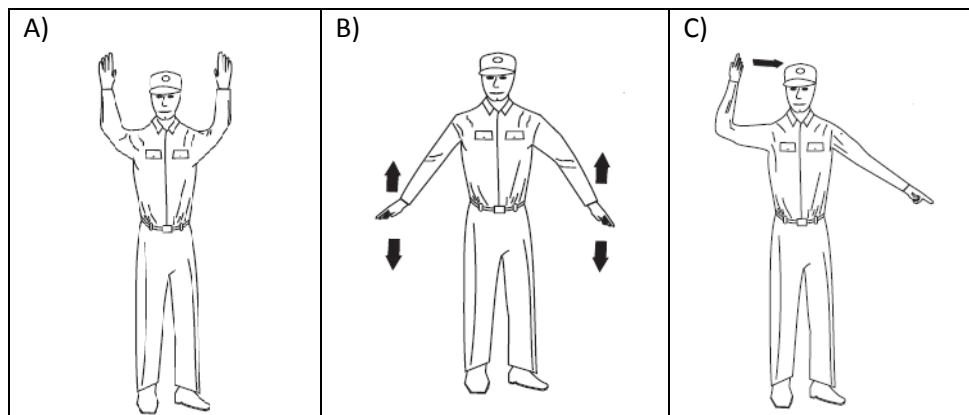


# Aircraft Ground Operations

1. What is the appropriate speed for taxiing an aircraft?
2. Why is it important to know the surface wind velocity and direction prior to taxi? What control position changes during taxi should be made based on this information?
3. What other activities (e.g., checklist review, chart review, tuning navigation or communication frequencies) are recommended to be performed during taxi?
4. At what point (between start-up and takeoff) should the brakes be tested?
5. You have the surface winds and verify your local winds by the closest windsock (the more correct term is 'wind cone').
  - a. How do you estimate wind velocity using the windsock?
  - b. What direction with respect to the wind direction should the aircraft point during run-up and why?
6. You are being directed by a flagman – a bit of a misnomer because they use their hands, not flags (or, if at night they generally will use lighted batons). What do these signals mean?



7. Aircraft lighting –
  - a. What aircraft light(s) must (by regulation) be illuminated during daylight hours? What is the exception to this requirement?
  - b. What aircraft light(s) must (by regulation) be illuminated between the hours of official sunset to sunrise?
  - c. What is the recommendation (but not required) use of the landing light?
  - d. Under what other circumstances is use of aircraft lights recommended (and, what aircraft lights are involved)?
8. Most small airports do not provide any runway distance information other than total runway length and length of any displaced threshold. Some airports do provide more detail. What distances do A, B, C and D represent in the illustration below?

