

**TEST BOOK  
FOR  
AIRSPACE EXPANSION  
2015**



Air Traffic Control Facility  
26 Jan 15

NAME

This test book is designed to be used with the T&R Supplement for Airspace Expansion 2014.

Knowledge is checked with a written test. All Knowledge tests shall be completed with a minimum passing score of 80%. These are not open book tests and must be administered by a proctor.

There are no T&R events associated with this this supplement since its purpose is for previously qualified controllers.

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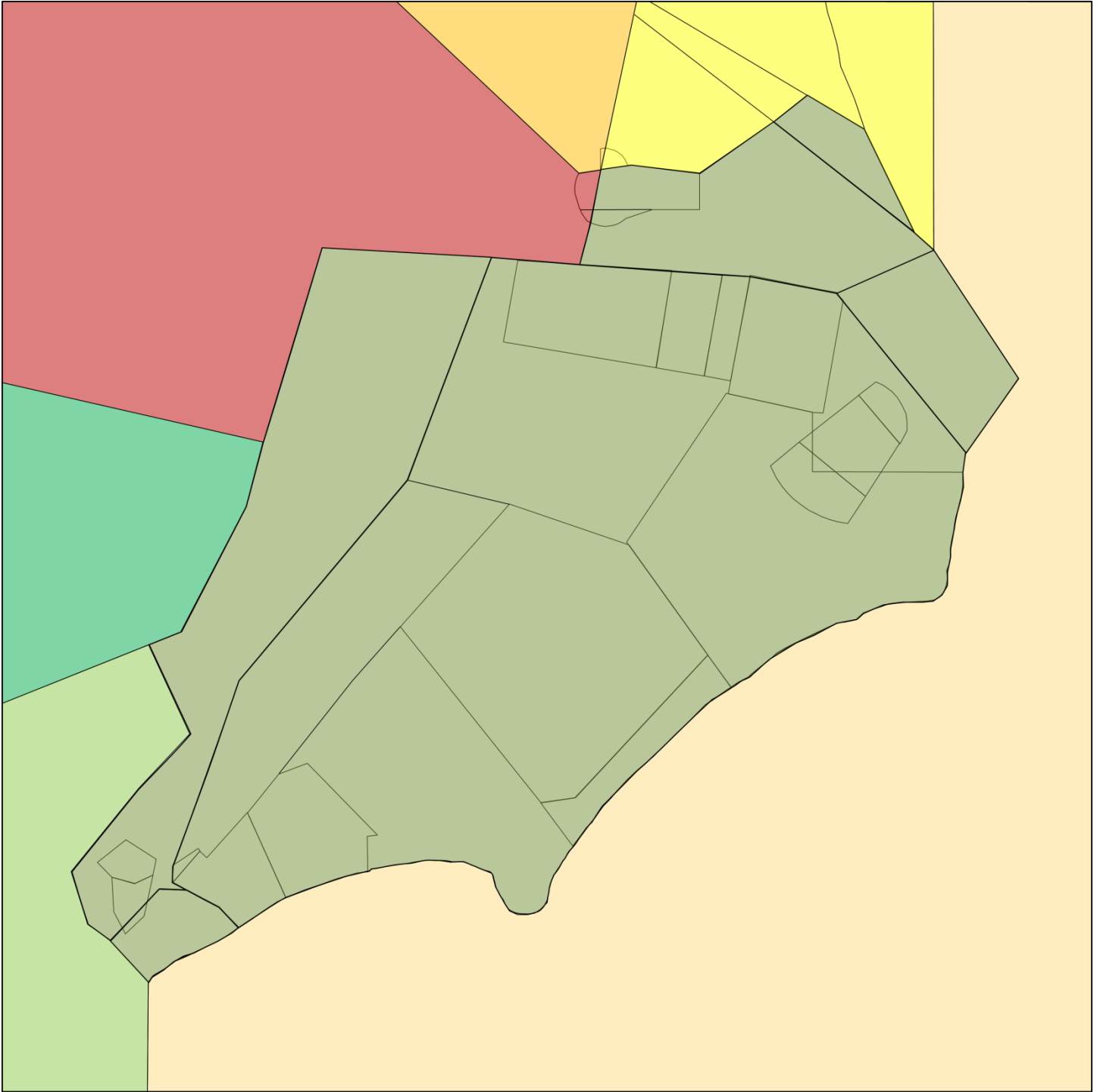
LESSON 9 - NONRADAR



LESSON 1- TRACON AIRSPACE

Test

**REQUIREMENT.** Label the TRACON sectors within Cherry Point's delegated airspace to include altitudes.



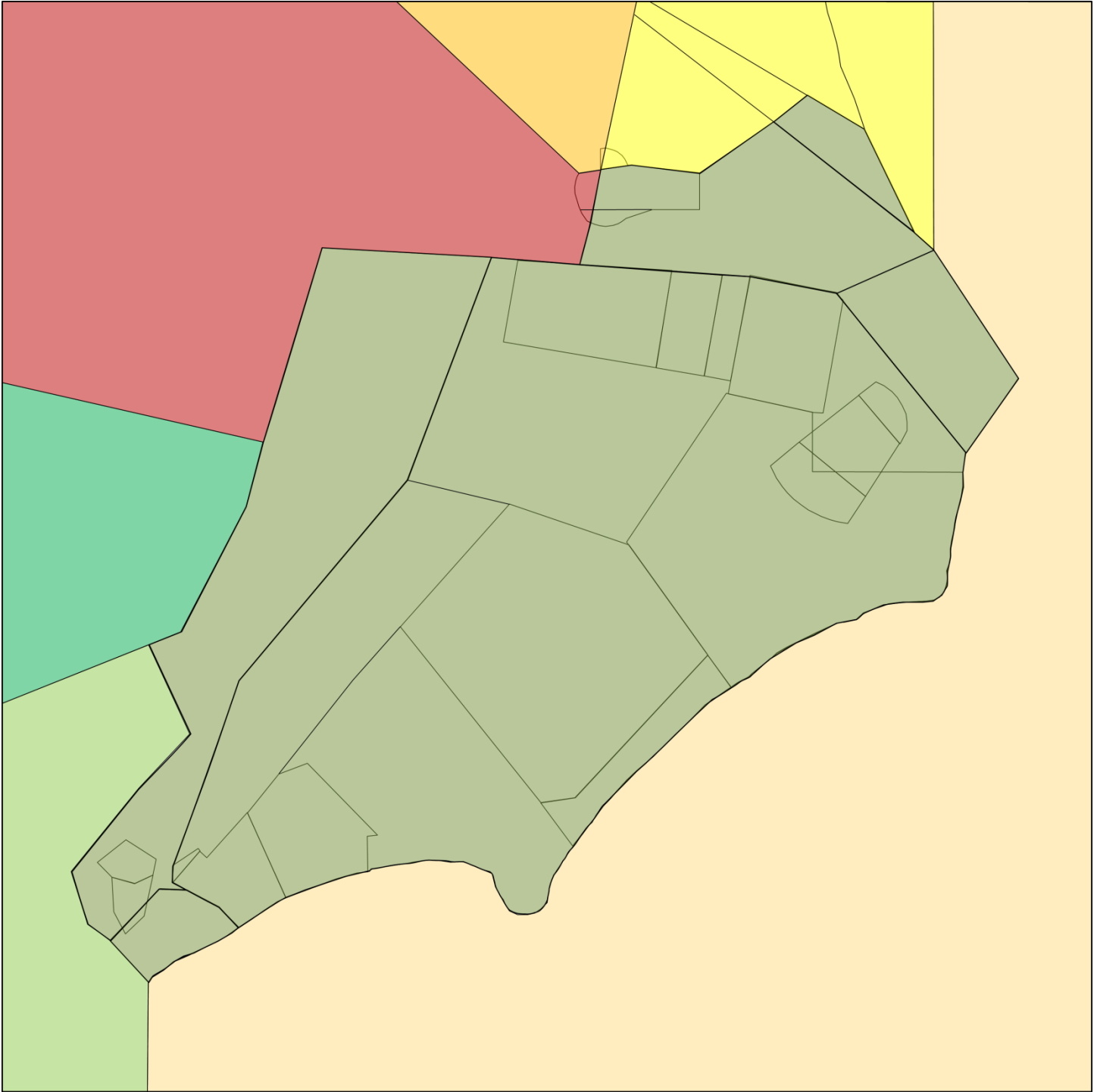
Circle One - PASS FAIL

Date \_\_\_\_\_ Proctor Init \_\_\_\_\_

LESSON 2 - ADJACENT AIRSPACE

Test

**REQUIREMENT.** Label the sectors that are adjacent to Cherry Point's delegated airspace to include altitudes and frequencies.



Circle One - PASS FAIL

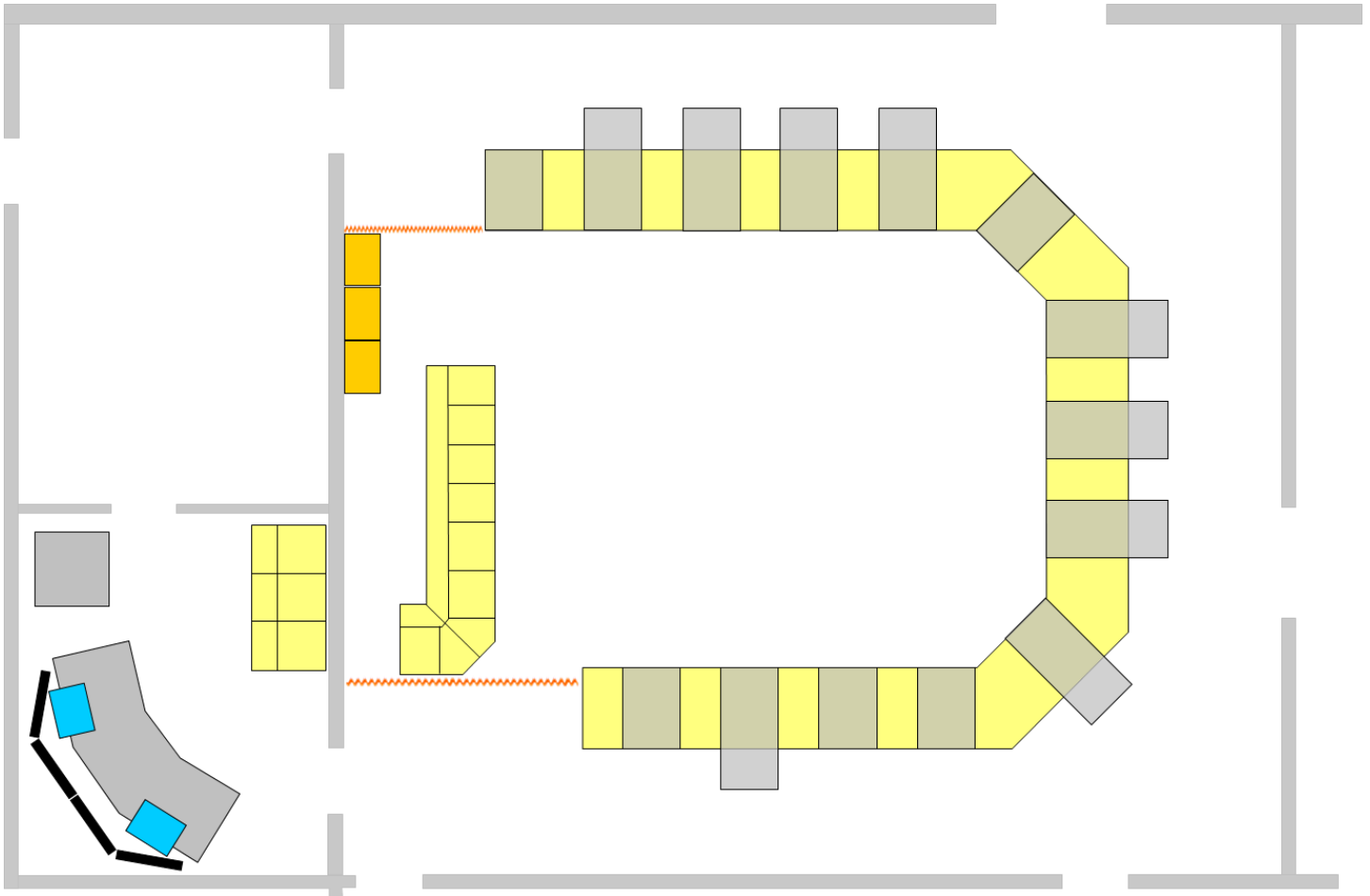
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LESSON 3 - TRACON CONFIGURATION

Test

REQUIREMENT

1. Label the operating positions within Cherry Point's TRACON.



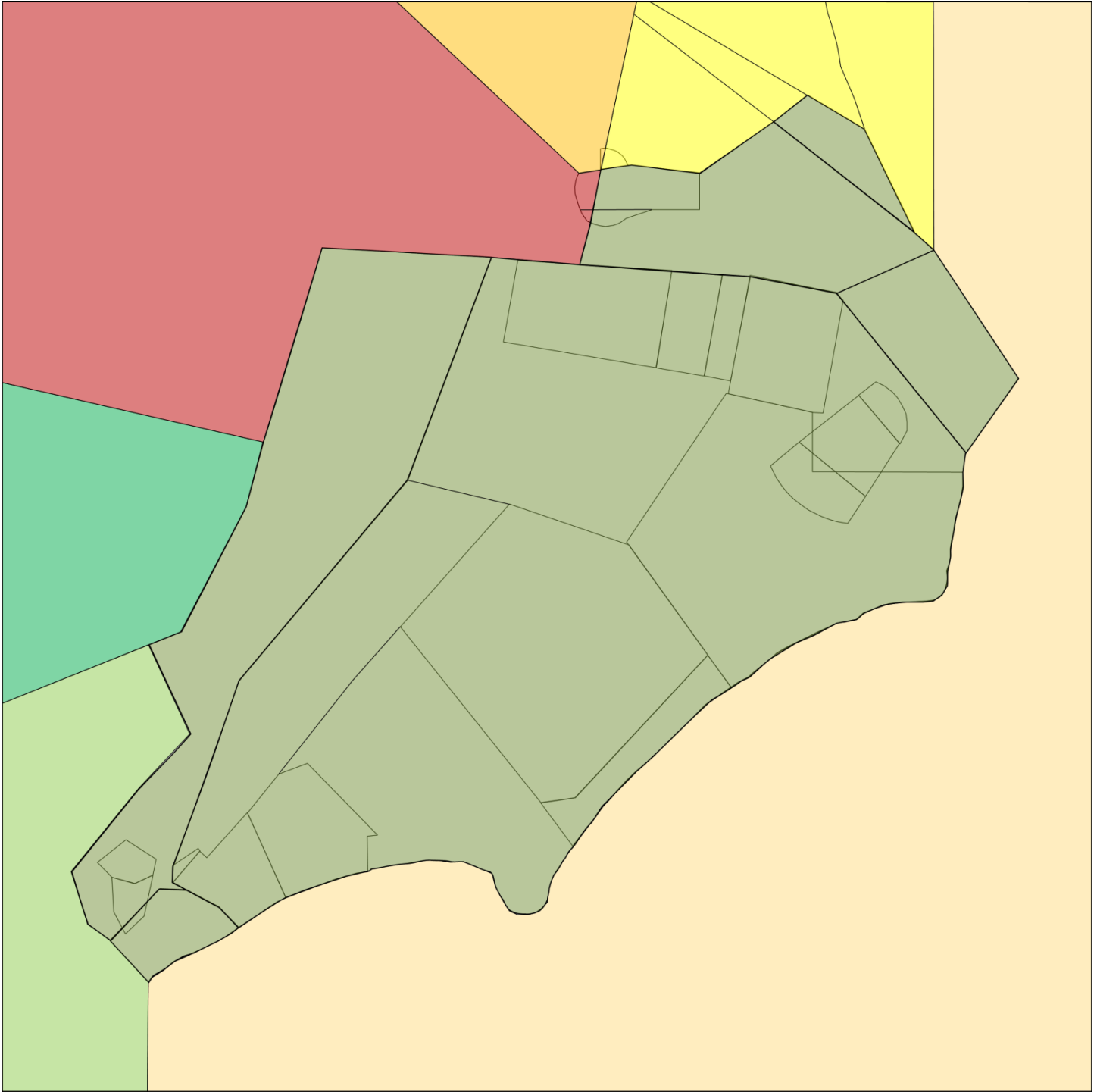
2. List the frequencies assigned to the following positions.

- a. Approach North
- b. Approach East
- c. Arrival Control
- d. Approach West
- e. Radar Final Control

LESSON 4 - SPECIAL USE AIRSPACE

Test

**REQUIREMENT.** Label the Special Use Airspace within and adjacent to MCAS Cherry Point delegated airspace.



Circle One - PASS FAIL

Date \_\_\_\_\_ Proctor Init \_\_\_\_\_



**LESSON 5 - LETTERS OF AGREEMENT (Approach Control Only)**

**Test**

**REQUIREMENT.** Answer the following questions as they apply to letters of agreement.

**ZDC AND NKT LOA**

1. Center will consider R5302A/B/C; R5306A/C/D/E; R-5313A/B/C/D, STUMPY POINT MOA, PAMLICO A MOA, PAMLICO B MOA, and CORE MOA \_\_\_\_\_ continuously unless otherwise coordinated.
2. Cherry Point RATCF must contact Center Area 3 Front Line Manager with the \_\_\_\_\_ and \_\_\_\_\_ of R-5314A/B/C/D/E/F/H/J and Phelps A/B/C MOAs referred to as "R-5314 - PHELPS MOAs", HATTERAS F MOA when activated above 10,000', and R-5303C / R-5304C when activated above 10,000'.
3. Radar arrivals must have \_\_\_\_\_ clearance limits.
  - a. fix
  - b. airport
  - c. full route
  - d. radial and DME
4. HI-TACAN Approaches to KNKT will be cleared to \_\_\_\_\_ at a pre-coordinated altitude at or below (AOB) FL230.
  - a. BENGY
  - b. NKT
  - c. CLAPY
  - d. KIYEK
5. Arrivals to NKT, MRH must be routed via \_\_\_\_\_, \_\_\_\_\_ or \_\_\_\_\_.
6. Arrivals to MQI and FFA will be routed via \_\_\_\_\_, or \_\_\_\_\_ direct.
7. Arrivals to HSE or W95 will be routed via \_\_\_\_\_.
8. Arrivals to OCW and PMZ from the north will be direct and descending to \_\_\_\_\_ (Altitude).
9. All A/C will be descending to \_\_\_\_\_ (Altitude) unless level at a lower altitude or manually coordinated.
10. A/C to NKT, NCA, EWN, and MRH may be turned up to \_\_\_\_\_ degrees toward the destination airport without additional coordination.
  - a. 10
  - b. 15
  - c. 20
  - d. 30
11. Arrivals to EDE conducting the RNAV (GPS) RWY 1 require a point out or a block from \_\_\_\_\_ altitude coordinated.
  - a. NTU
  - b. NKT
  - c. ZDC
  - d. NVF

12. Arrivals to EDE conducting the RNAV (GPS) RWY 19 or the ILS/LOC RWY 19 require Cherry Point RATCF to block at or below \_\_\_\_\_' for the published missed approach.

- a. 4000
- b. 3500
- c. 2500
- d. 2000

13. Departures will be instructed to expect requested, computer stored flight plan (CSFP), altitudes \_\_\_\_\_ minutes after departure.

14. Prior to communications transfer to Center, the Cherry Point RATCF must vector departures to join the CSFP \_\_\_\_\_ and assign the \_\_\_\_\_ altitude within Cherry Point RATCF airspace.

15. Center will have control to \_\_\_\_\_ all departures through all subsequent affected Cherry Point RATCF sectors.

16. EWN departures will be climbing to \_\_\_\_\_' and Center will have control to climb them through all subsequent affected Cherry Point RATCF sectors.

17. When any of the following ATCAAs are active (NEUSE A ATCAA, NEUSE B ATCAA, HATTERAS B EAST ATCAA, HATTERAS B WEST ATCAA, and/or BURNER ATCAA), aircraft, except EWN departures, departing area A in Attachment 1 will be climbing to \_\_\_\_\_' or lower altitude if requested and Center's control reference the ATCAA(s).

18. Cherry Point RATCF will provide appropriate vertical separation with coordination or lateral separation of at least \_\_\_\_\_ NM constant or increasing at the time of communication transfer.

- a. 6
- b. 5
- c. 4
- d. 3

19. Aircraft en-route to KGSB with operational Mode C will be descending to \_\_\_\_\_'. Center has control for descent to \_\_\_\_\_ and turns up to 20 degrees.

20. Aircraft en route from KGSB will be on a CSFP and climbing to \_\_\_\_\_ or lower altitude if requested.

- a. FL 200
- b. FL 210
- c. FL 220
- d. FL 230

21. From KGSB, when the NEUSE A ATCAA, NEUSE B ATCAA, HATTERAS B EAST ATCAA, HATTERAS B WEST ATCAA, and/or BURNER ATCAA are/is active, aircraft will be climbing to \_\_\_\_\_' or lower altitude if requested.

23. Flight Data, when requested by Cherry Point RATCF, Center will relay ATC clearances for \_\_\_\_\_ within Cherry Point RATCF delegated airspace.

24. Center will forward preliminary arrival information at least \_\_\_\_\_ minutes prior to the estimated time of arrival (ETA).

- a. 3
- b. 5
- c. 7
- d. 10

25. NKT RATCF will forward assumed departure times to the Center. The actual departure time will be forwarded when it varies by more than \_\_\_\_\_ minutes from the assumed time.

**FACSFAC VACAPES AND NKT LOA**

26. What is FACSFAC? \_\_\_\_\_

27. GIANTKILLER must notify Cherry Point RATCF when R- \_\_\_\_\_, \_\_\_\_\_ MOA, \_\_\_\_\_ MOA, and/or \_\_\_\_\_ MOA(s) are scheduled outside of "times of use" as published.

28. When notified of SUA scheduling outside of "times of use" as published 5.a.(1), Cherry Point RATCF must issue an appropriate \_\_\_\_\_ prior to published advance time requirement.

29. Cherry Point RATCF must release the "ZOLMN Annex", \_\_\_\_\_' through \_\_\_\_\_'.

30. Restricted Areas. Cherry Point RATCF must release the following Restricted Areas depicted in Attachment 2:

- a. R-5302A/B/C \_\_\_\_\_.
- b. R-5313A during "times of use" as \_\_\_\_\_ and/or \_\_\_\_\_ by NOTAM and operationally required.
- c. R-5313B/C/D when activated by \_\_\_\_\_ and operationally required.

31. Military Operating Area (MOA). Cherry Point RATCF must release the following MOAs depicted in Attachment 3:

- a. PAMLICO A MOA during "times of use" as \_\_\_\_\_ and/or \_\_\_\_\_ by NOTAM and operationally required.
- b. PAMLICO B MOA during "times of use" as \_\_\_\_\_ and/or \_\_\_\_\_ by NOTAM and operationally required.
- c. STUMPY POINT MOA during "times of use" as \_\_\_\_\_ and/or \_\_\_\_\_ by NOTAM and operationally required.

32. Cherry Point RATCF must release the HATTERAS B EAST and/or HATTERAS B WEST ATCAA(s) FL180 - FL230 (excluding R-5314A/B/D/E up to and including FL205) to GIANTKILLER when \_\_\_\_\_ required (Attachment 4).

33. All W-122 Area(s) must be considered active \_\_\_\_\_.

34. R-5301 and R-5302A/B/C must be considered active \_\_\_\_\_.

35. R-5313A/B/C/D must be considered active when \_\_\_\_\_ to GIANTKILLER.

36. R-5306A/C/D/E must be considered active \_\_\_\_\_ (Attachment 2).

37. PAMLICO A MOA, PAMLICO B MOA, and/or STUMPY POINT MOA must be considered active when \_\_\_\_\_ to GIANTKILLER.

38. The Core MOA and Hatteras F MOA must be considered active during "times of use" as \_\_\_\_\_.

39. Cherry Point RATCF must notify GIANTKILLER of the activation and deactivation of the NEUSE A and/or NEUSE B ATCAA(s), including altitude(s) and any control \_\_\_\_\_.

40. Cherry Point RATCF must notify GIANTKILLER of the activation and deactivation of the BURNER ATCAA, including altitude(s) and any control \_\_\_\_\_ .

41. GIANTKILLER must notify Cherry Point RATCF when W-122 AIR-1, AIR-8, AIR-15 and AIR-15 "B" Area(s) are "HOT", "Exclusive Events", and/or Unmanned Aircraft Systems (UAS) operations are being conducted, including \_\_\_\_\_ (s).

42. Cherry Point RATCF shall activate R5306A/C, Core MOA, and Hatteras F MOA when operationally \_\_\_\_\_ by BIG ROCK.

43. Cherry Point RATCF will \_\_\_\_\_ BIG ROCK of any VFR aircraft receiving radar services within the Hatteras F MOA and/or the Core MOA when active and when that aircraft is clear.

44. The GP \_\_\_\_\_ line must be used primarily for direct controller-to-controller coordination to include but not limited to control instructions, request/release/return/activation/deactivation of airspace, containment spill-outs (Whiskey Alerts), and/or emergency requirements.

45. The GP \_\_\_\_\_ line must be used to transfer non-control information to include SUA status request.

46. Minimum separation between aircraft must be \_\_\_\_\_ nautical miles, constant or increasing, unless vertical separation is being applied.

47. In addition to the coordination required within this paragraph, if either facility's radar is out of service, then coordination must be completed no later than ten (10) \_\_\_\_\_ prior to the common airspace boundary.

- a. mils
- b. minutes
- c. miles
- d. kilometers

48. When circumstances preclude the advance notification as mentioned in 44-46, the transferring controller must obtain a \_\_\_\_\_ approval request prior to the aircraft reaching the common airspace boundary.

49. Aircraft requesting the NKT HI-TACAN "Y" IFR Approach must be issued an airport clearance limit via the IAF \_\_\_\_\_ (NKT 154R025 NM), and assigned \_\_\_\_\_' .

50. When the NEUSE A ATCAA, NEUSE B ATCAA, BURNER ATCAA, HATTERAS B EAST, and/or HATTERAS B WEST ATCAA(s) are active, all egress aircraft from W-122 Area(s) must be assigned and established on a flight plan route that clears ATCAA lateral boundaries or assigned and established vertically at or below \_\_\_\_\_' .

#### **NTU and NKT LOA**

51. Aircraft outbound from KMQI or KFFA must be routed via V-\_\_\_\_\_ climbing to maintain \_\_\_\_\_' or requested altitude if lower.

52. Aircraft inbound to KMQI or KFFA must be routed clear of all Special Use Airspace and descending to or level at \_\_\_\_\_' .

53. Aircraft inbound to Cherry Point RATCF airspace via ZOLMN must be descending to or at \_\_\_\_\_' .

54. Aircraft en route to KHSE or KW95, must be routed via KMQI - ZOLMN and descending to or at \_\_\_\_\_' .

55. Transfer of control includes only heading and/or altitude changes \_\_\_\_\_ the receiving controller's airspace.

56. The altitude(s) of aircraft without operational mode C must be \_\_\_\_\_ coordinated prior to the handoff with the transfer control at the airspace boundary.

57. Aircraft transiting the Phelps A, B, and/or C MOAs must be \_\_\_\_\_ prior to handoff.

- a. VMC
- b. IMC
- c. VFR
- d. IFR

58. R-5314A-J and the Phelps MOA must be considered \_\_\_\_\_ during the time of use published hour .

59. The Cherry Point RATCF must \_\_\_\_\_ the Oceana RATCF of the activation and deactivation of the HATTERAS B EAST and HATTERAS B WEST ATCAA(s), including altitude(s) and any control requirements.

60. Cherry Point RATCF must \_\_\_\_\_ Oceana RATCF of the activation and deactivation of the Burner ATCAA, including altitude(s) and any control requirements.

#### **NKT and ORF LOA**

61. Minimum separation between aircraft must be \_\_\_\_\_ (\_\_\_\_) nautical miles, constant or increasing, unless vertical separation is being applied.

62. Aircraft inbound to Norfolk Tower airspace must be routed clear of Special Use Airspace (SUA) and established on V \_\_\_\_\_ climbing to \_\_\_\_\_' or computer stored flight plan (CSFP) altitude if lower unless otherwise coordinated.

63. Aircraft inbound to Cherry Point RATCF airspace must be routed clear of all SUA and established on V \_\_\_\_\_ and descending to or level at \_\_\_\_\_' unless otherwise coordinated.

64. The altitude(s) of aircraft without operational mode C must be \_\_\_\_\_ coordinated prior to the handoff with the transfer control at the airspace boundary.

65. Before clearing an aircraft for an instrument approach to \_\_\_\_\_ (NC01), Norfolk Tower must coordinate with Cherry Point RATCF.

#### **ZDC and NKT NEUSE LOA**

66. MCAS Cherry Point is the scheduling unit for purposes of coordination with the \_\_\_\_\_, regarding use of the NEUSE A and NEUSE B ATCAA.

67. The NEUSE A and NEUSE B ATCAA FL240 - FL290 airspace is \_\_\_\_\_ use airspace and will only be released by Center when traffic and weather conditions allow.

68. Authorize the military to assume \_\_\_\_\_ for \_\_\_\_\_ of aircraft (MARSAs) procedures when less than standard separation is required.

69. ZDC must approve or disapprove NEUSE A and/or NEUSE B ATCAA FL \_\_\_\_\_ - FL \_\_\_\_\_ requests as soon as possible.

70. ZDC must not clear nonparticipating aircraft into the NEUSE A and/or NEUSE B ATCAA when NEUSE A and/or NEUSE B ATCAA are active, unless \_\_\_\_\_ has been accomplished with Cherry Point RATCF.
71. ZDC Must ensure arriving and/or en route aircraft will be at or below (AOB) \_\_\_\_\_ ' while the NEUSE B ATCAA is active.
72. Notify Center Area 3 Front Line Manager with NEUSE A and/or NEUSE B ATCAA activation FL \_\_\_\_\_ - FL \_\_\_\_\_.
73. Contact the Center Area 3 FLM to \_\_\_\_\_ activation when participant is ready to utilize the NEUSE A and/or NEUSE B ATCAA, FL240 - FL290.
74. Ensure all aircraft departing the NEUSE A and/or NEUSE B ATCAA entering Center airspace are on a computer stored flight plan (CSFP) prior to \_\_\_\_\_.
75. Contact the Area 3 FLM to return NEUSE A and/or NEUSE B ATCAA airspace to Center when no longer \_\_\_\_\_.
76. Upon request from Center, require all aircraft to vacate NEUSE A and/or NEUSE B ATCAA at altitudes required between FL240 - FL290 and return the requested airspace to Center within \_\_\_\_\_ minutes.
77. Ensure departing and/or en route aircraft will be at or below \_\_\_\_\_ ' while the NEUSE B ATCAA is active.
78. Provide radar services for participating aircraft under its control operating within the NEUSE A and/or NEUSE B ATCAA and provide \_\_\_\_\_ between aircraft applying MARSAs and nonparticipating aircraft.
79. Notify GIANTKILLER of activation of NEUSE A and/or NEUSE B ATCAA with any \_\_\_\_\_ restrictions.

**USMC 2nd Marine Aircraft Wing, USAF 4th Fighter Wing, and USN Strike Fighter Wing**  
**Atlantic NEUSE LOA**

80. The NEUSE ATCAA is sub-divided laterally, into Area \_\_\_\_\_ and Area \_\_\_\_\_, .
81. The NEUSE A and NEUSE B ATCAAs vertical definition is FL \_\_\_\_\_ - FL \_\_\_\_\_.
82. Participants desiring to \_\_\_\_\_ the NEUSE A and/or NEUSE B ATCAA(s) will contact Cherry Point RMD Central Scheduling.
83. Participants desiring to \_\_\_\_\_ R5306A, C, and/or D areas in conjunction with NEUSE A and/or NEUSE B ATCAA(s) should schedule through RMD Central Scheduling.
84. Participants desiring to utilize the NEUSE A and NEUSE B ATCAAs for aerial refueling should schedule a block altitude of at least \_\_\_\_\_ ' and identify refueling to RMD.
85. Participants are required to notify Cherry Point RATCF and/or airborne Cherry Point Approach with \_\_\_\_\_ of scheduled NEUSE A and/or NEUSE B ATCAA(s) as soon as possible.
86. Commanding Officers will implement \_\_\_\_\_ procedures when less than standard separation is required.
87. Each NEUSE A and/or NEUSE B ATCAA evolution will have a MARSAs \_\_\_\_\_ assigned.

88. While in the NEUSE A and/or NESUE B ATCAA(s) the MARSAs authority is \_\_\_\_\_ for ensuring all participants utilizing the area are aware of operations and procedures.

89. Participant(s) will be assigned \_\_\_\_\_' below the activated NEUSE A and/or NEUSE B ATCAA(s) altitudes, and clear of all SUA prior to being approved into or released to the MARSAs Authority.

89. Participants can expect altitude block to be released to the MARSAs authority (aerial refueling tanker) and all inbounds can expect to be held \_\_\_\_\_' below or above the refueling altitude block until 'released to the MARSAs authority'.

90. MARSAs Authority will report "all complete" to Cherry Point Approach when all participants within that scheduled activity have \_\_\_\_\_.

91. Participant(s) will contact Cherry Point Approach at least \_\_\_\_\_ minutes prior to entry.

92. It is the pilot's responsibility of the participant to \_\_\_\_\_ within the boundaries of the NEUSE A and/or NEUSE B ATCAA(s) once approved entry.

93. When cleared into NEUSE A and/or NEUSE B ATCAA(s) participant(s) must monitor \_\_\_\_\_ Frequency ( \_\_\_\_\_ UHF / \_\_\_\_\_ VHF) at all times.

94. Participant(s) will notify Cherry Point Approach \_\_\_\_\_ minutes prior to exiting the NEUSE A and/or NEUSE B ATCAA(s) and state intentions.

95. Approval into the NEUSE A and/or NESUE B ATCAA(s) does not include approval into other \_\_\_\_\_.

#### **ZDC and NKT Burner ATCAA LOA**

96. MCAS Cherry Point is the scheduling unit for purposes of coordination with the \_\_\_\_\_, regarding use of the BURNER ATCAA.

97. Understand the BURNER ATCAA FL240 - FL290 airspace is \_\_\_\_\_ use airspace and will only be released by Center when traffic and weather conditions allow.

98. Authorize the military to assume \_\_\_\_\_ for \_\_\_\_\_ of aircraft (MARSAs) procedures when less than standard separation is required.

99. Center must approve or disapprove BURNER ATCAA FL \_\_\_\_\_ - FL \_\_\_\_\_ requests as soon as possible.

100. Center will not clear nonparticipating aircraft into the BURNER ATCAA when BURNER ATCAA is active, unless \_\_\_\_\_ has been accomplished with Cherry Point RATCF.

101. Ensure arriving and/or en route aircraft will be at or below (AOB) \_\_\_\_\_' while the BURNER ATCAA is active.

102. Contact the Center Area 3 FLM to \_\_\_\_\_ activation when participant is ready to utilize the BURNER ATCAA, FL240 - FL290.

103. Ensure all aircraft departing the BURNER ATCAA entering Center airspace are on a computer stored flight plan (CSFP) prior to \_\_\_\_\_.

104. Contact the Area 3 FLM to return BURNER ATCAA airspace to Center when no longer \_\_\_\_\_.

105. Upon request from Center, require all aircraft to vacate BURNER ATCAA at altitudes required between FL240 - FL290 and return the requested airspace to Center within \_\_\_\_\_ minutes.

106. Ensure departing and/or en route aircraft will be AOB \_\_\_\_\_' while the NEUSE B ATCAA is active.

107. Provide radar services for participating aircraft under its control operating within the BURNER ATCAA and provide \_\_\_\_\_ between aircraft applying MARSA and nonparticipating aircraft.

108. Notify GIANTKILLER of activation of BURNER ATCAA with any \_\_\_\_\_ restrictions.

**USMC 2nd Marine Aircraft Wing, USAF 4th Fighter Wing, and USN Strike Fighter Wing**  
**Atlantic Burner ATCAA LOA**

109. The BURNER ATCAA vertical definition is FL \_\_\_\_\_ - FL \_\_\_\_\_.

110. Participants desiring to \_\_\_\_\_ the BURNER ATCAA will contact Cherry Point RMD Central Scheduling.

111. Participants desiring to \_\_\_\_\_ R5306A, C, and/or D areas in conjunction with BURNER ATCAA should schedule through RMD Central Scheduling.

112. Participants desiring to utilize the BURNER ATCAA for aerial refueling should schedule a block altitude of at least \_\_\_\_\_' and identify refueling to RMD.

113. Participants are required to notify Cherry Point RATCF and/or when airborne Cherry Point Approach with \_\_\_\_\_ of scheduled BURNER ATCAA as soon as possible.

114. Commanding Officers will implement \_\_\_\_\_ procedures when less than standard separation is required.

115. Each BURNER ATCAA evolution will have a MARSA \_\_\_\_\_ assigned.

116. While in the NEUSE A and/or NESUE B ATCAA the MARSA authority is \_\_\_\_\_ for ensuring all participants utilizing the area are aware of operations and procedures.

117. Participant(s) will be assigned \_\_\_\_\_' below the activated BURNER ATCAA altitudes, and clear of all SUA prior to being approved into or released to the MARSA Authority for entry into BURNER ATCAA.

118. Participants can expect altitude block to be released to the MARSA authority (aerial refueling tanker) and all inbound can expect to be held \_\_\_\_\_' below or above the refueling altitude block until 'released to the MARSA authority'.

119. MARSA Authority will report "all complete" to Cherry Point Approach when all participants within that scheduled activity have \_\_\_\_\_.

120. Participant(s) will contact Cherry Point Approach at least \_\_\_\_\_ minutes prior to entry.

121. It is the pilot's responsibility of the participant to \_\_\_\_\_ within the boundaries of the BURNER ATCAA once approved entry.

122. When cleared into BURNER ATCAA participant(s) must monitor \_\_\_\_\_ Frequency ( \_\_\_\_\_ UHF / \_\_\_\_\_ VHF) at all times.

123. Participant(s) will notify Cherry Point Approach \_\_\_\_\_ minutes prior to exiting the BURNER ATCAA and state intentions.



124. Approval into the NEUSE A and/or NESUE B ATCAA does not include approval into other \_\_\_\_\_. Participant(s) must properly schedule that SUA and comply with SUA requirements.

**ZDC, NKT, NVF; HATTERAS B EAST and WEST LOA**

125. FACSFAC VACAPES is responsible for ensuring participants are \_\_\_\_\_ for remaining within the confines of HATTERAS B EAST and/or HATTERAS B WEST ATCAAs when approved into those ATCAAs.

126. Aircraft inbound to HATTERAS B EAST and/or HATTERAS B WEST ATCAAs should have HATTERAS B EAST and/or HATTERAS B WEST ATCAAs \_\_\_\_\_ in their computer stored flight plan.

127. The HATTERAS B EAST and/or HATTERAS B WEST ATCAAs excludes R-5314A, B, D, and E at or below (AOB) FL \_\_\_\_\_.

128. Cherry Point RATCF must release the HATTERAS B EAST and/or HATTERAS B WEST ATCAAs FL180 - FL230 to GIANTKILLER when \_\_\_\_\_ and operationally required.

129. FACSFAC VACAPES must \_\_\_\_\_ entry into, activate, de-activate, and assist participants with their responsibility to remain within the HATTERAS B EAST and/or HATTERAS B WEST ATCAAs.

130. If required for emergency situations, Cherry Point RATCF will contact FACSFAC VACAPES (GIANTKILLER) to deactivate HATTERAS B EAST and/or HATTERAS B WEST ATCAAs FL180 - FL230. GIANTKILLER must \_\_\_\_\_ the requested ATCAA(s) to Cherry Point RATCF as soon as possible after the operation is complete.

**ZDC, NKT, NVF; R-5302A/B/C, R-5313A/B/C/D, Pamlico A/B MOA, and Stumpy Point MOA LOA**

131. FACSFAC VACAPES is responsible for:

- a. Scheduling and \_\_\_\_\_ R-5302A/B/C, R-5313A/B/C/D, Pamlico A MOA, Pamlico B MOA, and Stumpy Point MOA.
- b. Real-time \_\_\_\_\_ of R-5302/A/B/C, R-5313A/B/C/D, Pamlico A MOA, Pamlico B MOA, and Stumpy Point MOA.

132. NVF will \_\_\_\_\_ entry into, activating, de-activating, and assisting participants with their responsibility to remain within R-5302/A/B/C, R-5313A/B/C/D, Pamlico A MOA, Pamlico B MOA, and Stumpy Point MOA.

133. Cherry Point RATCF must release in part or whole, sub-divided laterally or vertically, R-5302/A/B/C, R-5313A/B/C/D, Pamlico A MOA, Pamlico B MOA, and Stumpy Point MOA to FACSFAC VACAPES (GIANTKILLER) when \_\_\_\_\_ required.

134. Approval into R-5302/A/B/C, R-5313A/B/C/D, Pamlico A MOA, Pamlico B MOA, and Stumpy Point MOA does \_\_\_\_\_ include approval to utilize target areas. Participants are required to conform to range requirements.

135. Participants are \_\_\_\_\_ for remaining within the confines of R-5302/A/B/C, R-5313A/B/C/D, Pamlico A MOA, Pamlico B MOA, and Stumpy Point MOA.

**ZDC, NKT, 4th Fighter Wing, NVF; Phelps A/B/C MOAs and R-5314A/B/C/D/E/F/H/J LOA**

136. The 4th Fighter Wing is responsible for:

- a. Scheduling and \_\_\_\_\_ for Phelps A/B/C MOAs and R-5314 AREAS.
- b. Operating \_\_\_\_\_ for Phelps A/B/C MOAs and R-5314A/B/C/D/E/F/H/J.

c. \_\_\_\_\_ all participants, affected personnel and scheduling offices are familiar with provisions of this agreement.

137. The 4th Fighter Wing must provide Cherry Point RATCF with Phelps A/B/C MOAs and R-5314A/B/C/D/E/F/H/J schedule at least \_\_\_\_\_ day(s) prior scheduled use.

138. The Cherry Point RATCF must \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_ participating aircraft into Phelps A/B/C MOAs and R-5314A/B/C/D/E/F/H/J.

139. NKT shall deactivate Phelps A/B/C MOAs and R-5314A/B/C/D/E/F/H/J when the last flight \_\_\_\_\_ a specific area.

140. Issue a \_\_\_\_\_ seven hours in advance of the utilization of Phelps A/B/C MOAs and/or R-5314A/B/C/D/E/F/H/J outside of regulatory published times of use.

141. Participating aircraft must:

a. File a flight plan to the Phelps A/B/C MOAs and R-5314A/B/C/D/E/F/H/J with "R-5314/Phelps MOA" in the \_\_\_\_\_ section, and a second flight plan for the return.

b. Contact Cherry Point RATCF for \_\_\_\_\_ into the Phelps A/B/C MOAs and R-5314A/B/C/D/E/F/H/J.

142. Approval into Phelps A/B/C MOAs and R-5314A/B/C/D/E/F/H/J does \_\_\_\_\_ include approval to utilize target areas.

143. Contact Cherry Point RATCF when "all complete" and \_\_\_\_\_ Phelps A/B/C MOAs and R-5314A/B/C/D/E/F/H/J.

144. Participants must monitor \_\_\_\_\_ Frequency, \_\_\_\_\_ UHF / \_\_\_\_\_ VHF, while operating in Phelps A/B/C MOAs and/or R-5314A/B/C/D/E/F/H/J.

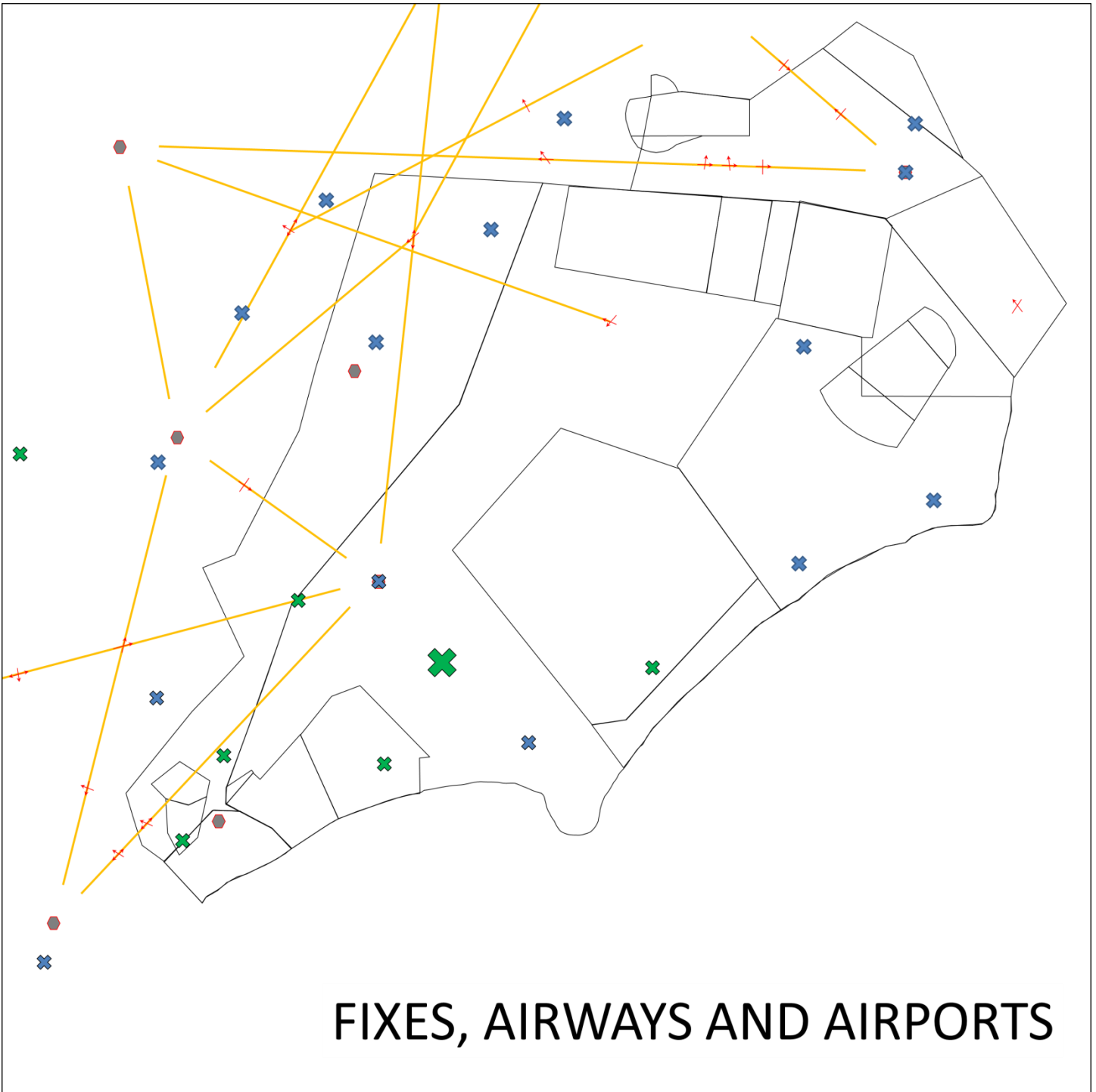
145. Air Force Dare Range Control must notify Cherry Point RATCF prior to approving hazardous activity (e.g. live firing) and/or low-level aircraft/helicopter operations within R-5314\_\_\_\_\_.

146. Navy Dare Range Control must notify Cherry Point RATCF prior to approving hazardous activity (e.g. live firing) and/or low-level aircraft/helicopter operations within R-5314\_\_\_\_\_.

LESSON 6 - FIXES AND AIRPORTS

Test

REQUIREMENT. Label the fixes, airways and airports shown in the diagram below.



Circle One - PASS FAIL

Date \_\_\_\_\_ Proctor Init \_\_\_\_\_

LESSON 7 - MARSА (Approach Control Only)

Test

REQUIREMENT. Answer the following questions on MARSА procedures.

1. What does MARSА mean?
  - a. Military Aerial Refueling Separation Airspace
  - b. Military Assumes Responsibility for Separation of Aircraft.
  - c. Monitoring of Aerial Refueling Systems and Applications.
  - d. Methicillin and Aminoglycoside-Resistant Staphylococcus
  
2. MARSА may only be applied \_\_\_\_\_.
  - a. to civil aircraft
  - b. between civil aircraft and military aircraft
  - c. to military operations
  - d. to FAA Flight Check aircraft
  
3. MARSА begins between the tanker and receivers \_\_\_\_\_.
  - a. when the tanker and receivers have entered the air refueling airspace and the tanker advises ATC that he/she is accepting MARSА.
  - b. when the tanker and receivers have entered approach control airspace and are both on the same frequency.
  - c. when the tanker and receivers have entered the air refueling airspace and the air traffic controller advises the tanker that MARSА has begun.

**LESSON 8 - SEPARATION (Approach Control Only)**

**Test**

**REQUIREMENT.** Answer the following questions as they apply to separation.

1. What must you do when you issue an altimeter setting from a location other than the aircraft's destination or departure airport?
  - a. Inform the aircraft that no altimeter is available for his airport.
  - b. Identify the source of the altimeter.
  - c. Instruct the aircraft to contact the nearest flight service station.
  - d. Do not issue an altimeter.
  
2. When do you identify the source of the altimeter setting?
  - a. When issued for a location other than the aircraft's departure or destination airport.
  - b. For all departing aircraft.
  - c. For all arriving aircraft.
  - d. Both B and C.
  
3. When can the tower omit the altimeter when talking to arriving aircraft?
  - a. Whenever it wants to.
  - b. Always.
  - c. Never.
  - d. Whenever the aircraft has been sequenced by the approach control facility having jurisdiction at that facility.
  
4. Vertical separation should be \_\_\_\_\_ feet, up to and including FL 290.
  - a. 1000
  - b. 2000
  - c. 3000
  - d. 4000
  
5. Of the following, who will you apply merging target procedures to?
  - a. Aircraft at 5000 feet and above.
  - b. Civilian aircraft regardless of altitude.
  - c. Presidential aircraft regardless of altitude.
  - d. All of the above.
  
6. Apply radar separation between the \_\_\_\_ of a beacon control slash and the \_\_\_\_ of a primary target.
  - a. Center; end.
  - b. End; center.
  - c. End; end.
  - d. Center; center.
  
7. Separate a small/large aircraft operating directly behind, or directly behind and less than 1000 feet below a heavy aircraft by:
  - a. 3 miles.
  - b. 4 miles.
  - c. 5 miles.
  - d. 6 miles.

8. When using broadband radar systems, separate aircraft by how many miles when the aircraft are less than 40 miles from the antenna?

- a. 3
- b. 5
- c. 3 increasing to 5.
- d.  $2\frac{1}{2}$

9. What may be discontinued when you have observed aircraft of opposite/reciprocal courses pass each other?

- a. Visual separation.
- b. Lateral separation.
- c. Longitudinal separation.
- d. Vertical separation.

10. Separate a standard formation flight by adding \_\_\_\_ mile/miles to the appropriate radar separation minima.

- a. 1
- b. 1.5
- c. 2
- d. 3

LESSON 9 - NONRADAR (Approach Control Only)

Test

REQUIREMENT. Answer the following in accordance with letters of agreement.

ZDC AND NKT LOA

1. All altitudes will be \_\_\_\_\_ coordinated and all aircraft will be level at the coordinated altitude prior to crossing the lateral boundary of Cherry Point RATCF airspace.
2. Altitudes will not be \_\_\_\_\_ by Cherry Point RATCF until the aircraft is within Cherry Point RATCF airspace.
3. All civil aircraft will be established on an \_\_\_\_\_.
  - a. Odd altitude
  - b. Airway
  - c. Heading
  - d. Even altitude
4. Prior to transfer of control, Cherry Point RATCF must ensure departures are \_\_\_\_\_ on the CSFP route or verbally coordinated.
5. All overflights will be established on an \_\_\_\_\_.

NTU AND NKT LOA

6. Flight plan and control information will be forwarded at least ten (10) \_\_\_\_\_ before the aircraft is estimated to enter the receiving facility's airspace or as soon as possible.
7. Aircraft clearance and \_\_\_\_\_ must remain clear of Special Use Airspace.
8. When automated equipment at either facility is not operational: The departure facility must \_\_\_\_\_ the aircraft identification, type, true airspeed, altitude requested, route of flight, destination, and estimated time of departure to the receiving facility.
9. Non-automated radar \_\_\_\_\_ will be made in reference to KECG, KMQI and HATTY.
10. Coordination shall be effected controller to controller via the Cherry Point RATCF - Oceana RATCF \_\_\_\_\_ line.
11. Secondary coordination will be effected controller to controller utilizing the GP \_\_\_\_\_ land-line.

NKT AND ORF LOA

12. Flight plan and control information must be forwarded at least \_\_\_\_\_ minutes before the aircraft is estimated to enter the receiving facility's airspace. When unable, flight plan information must be coordinated verbally as soon as possible.
13. Clearances and \_\_\_\_\_ must be as established in paragraph 4.a.2 and 4.a.3.

14. The transferring facility must ensure that the aircraft enter the receiving facility's airspace at the pre-coordinated \_\_\_\_\_. Holding requirements affecting other aircraft must be \_\_\_\_\_ coordinated.

~~15. Aircraft operating on a CSFP will be cleared by departure facility to the destination airport in accordance with the route and altitudes specified in paragraph 4.a. The departure facility will enter the time of \_\_\_\_\_ into the computer.~~

~~16. When automated equipment at either facility is not operational, automatic clearance procedures will be \_\_\_\_\_ until equipment is restored to normal operation.~~

17. The departure facility must formulate and issue an ATC clearance based on information approved by the receiving facility. The information should be coordinated at least \_\_\_\_\_ minutes prior to the flight entering the airspace of the receiving facility.

18. Non-automated radar handoffs will be made in reference to \_\_\_\_\_ or \_\_\_\_\_.

19. Communication.

a. Primary coordination will be effected on the direct controller to controller \_\_\_\_\_.

b. Secondary coordination will be effected controller to controller utilizing the GP \_\_\_\_\_ land-line.