



# **Van's Aircraft RV-6A**

## **Pilot's Operating Handbook**

Make: Van's

Model: RV-6A

Serial: 60573

Registration: **N468AC**

# N468AC



## PERFORMANCE – SPECIFICATIONS

SPAN: .....	23' 0"
LENGTH: .....	19' 9"
HEIGHT: .....	6' 8"
SPEED:	
Maximum at Sea Level .....	182 Knots
Cruise, 75% Power at 8,000 Ft .....	167 Knots
RANGE (includes 3 gal. for taxi, takeoff & climb):	
75% @ 8000', no reserve.....	695 nm
55% @ 8000', no reserve .....	840 nm
75% @ 8000', one hour (8 gal) reserve .....	540 nm
55% @ 8000', one hour (8 gal) reserve .....	650 nm
RATE OF CLIMB AT SEA LEVEL (At 1650 Lbs / Standard day).	2,050 FPM
SERVICE CEILING .....	19,500 FT
TAKEOFF PERFORMANCE: (At 1650 Lbs / Standard day).....	535 Ft
LANDING PERFORMANCE: (At 1650 Lbs / Standard day).....	500 Ft
STALL SPEED (CAS):	
Flaps Up, Power Off .....	60 Knots
Flaps Down, Power Off .....	56 Knots
MAXIMUM WEIGHT (Normal Category): .....	1900 Lbs
MAXIMUM LANDING WEIGHT (Normal Category):.....	1800 Lbs
MAXIMUM LANDING WEIGHT (Soft Field):.....	1650 Lbs
EMPTY WEIGHT .....	1152 Lbs
MAXIMUM USEFUL LOAD: .....	748 Lbs
BAGGAGE ALLOWANCE .....	100 Lbs
WING LOADING (Pounds/ Sq. Ft) .....	17.27
POWER LOADING (Pounds/ HP) .....	10.55
FUEL:	
Capacity .....	38 Gal Total
Type .....	100 LL
OIL CAPACITY .....	8 Qts
ENGINE: Lycoming .....	O-360-A1A
PROPELLER: Senisentch .....	72FM859-1-85

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## AIRSPEED LIMITATIONS

	<b>SPEED</b>	<b>KIAS</b>	<b>REMARKS</b>
<b>V<sub>NE</sub></b>	Never Exceed Speed	<b>182 Kts</b>	Do not exceed this speed in any operations.
<b>V<sub>NO</sub></b>	Maximum Structural Cruising Speed	<b>156 Kts</b> <b>135 Kts</b>	1650 Lbs 1900 Lbs Exceed this speed only in smooth air.
<b>V<sub>A</sub></b>	Maneuvering Speed	<b>115 Kts</b> <b>100 Kts</b>	At 1650 Lbs At 1900 Lbs Full control deflection generates 6 g's
<b>V<sub>FE</sub></b>	Maximum Flap Extended Speed	<b>96</b> -20 deg <b>87</b> - Full	Do not exceed this speed with flaps down
<b>V<sub>y</sub></b>	Best Rate of Climb	<b>103 Kts</b>	120 Kts best climb/cooling speed
<b>V<sub>x</sub></b>	Best Angle of Climb	<b>65 Kts</b>	
<b>V<sub>s</sub></b>	Stall Speed Clean	<b>60 Kts</b>	
<b>V<sub>so</sub></b>	Stall Speed Landing Configuration	<b>56 Kts</b>	

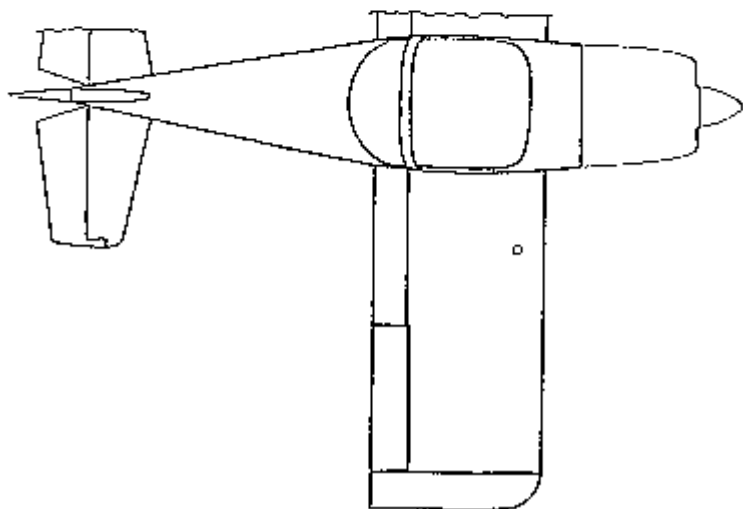
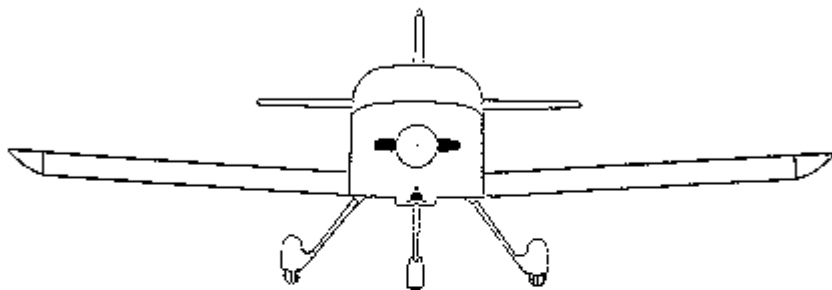
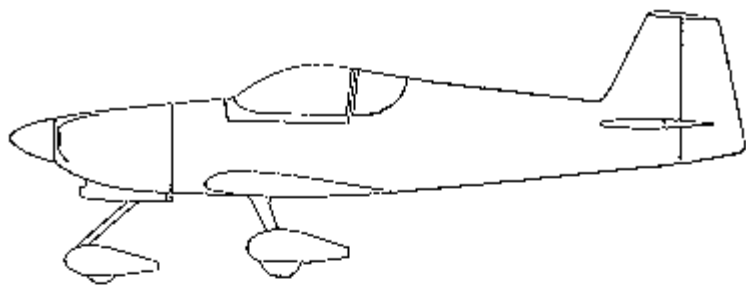
## AIRSPEED INDICATOR MARKINGS

MARKING	KIAS VALUE OR RANGE	SIGNIFICANCE
White Arc	<b>43 – 87 Kts</b>	Full Flap Operating Range. Lower limit is V <sub>so</sub> . Upper limit is maximum speed with flaps extended
Green Arc	<b>47 – 156 Kts</b>	Normal Operating Range. Lower limit is V <sub>s</sub> . Upper limit is maximum structural cruising speed
Yellow Arc	<b>156 – 182 Kts</b>	Operations must be conducted with caution and only in smooth air.
Red Line	<b>182 Kts</b>	Maximum speed for all operations

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## Views



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## AEROBATIC INFORMATION

Weight Limitation – 1375 Pounds (aerobatic) +6, -6 g

<b>Pilot, No Pax, No Baggage</b>			*****	<b>Aerobatic</b>
<b>Item</b>	<b>Weight</b>	<b>Arm</b>		<b>Moment</b>
<b>Aircraft</b>	1152			80518.14
<b>Fuel (6 lbs/gal)</b>	60 (10 Gallons)	70.0		4200
<b>Pilot</b>	165	87.4		14421
<b>Passenger</b>	0	87.4		0
<b>Baggage</b>	0	117		0
<b>Total</b>	1375			99139.14
<b>CG:</b>	72.00			
<b>Zero Fuel CG</b>	72.09			

Aerobatic CG Range: 68.70 to 75.30

Recommended Entry Speeds:

Loops, Horizontal Eights	120 – 165 Kts
Immelman Turns	130 – 165 Kts
Aileron Rolls, Barrel Rolls	105 – 165 Kts
Snap Rolls	70 – 95 Kts
Vertical Rolls	155 – 165 Kts
Split-S	85 - 95 Kts

**THIS AIRCRAFT IS APPROVED FOR POSITIVE g AEROBATIC OPERATIONS. INTENTIONAL SPINS ARE NOT RECOMMENDED, AS AIRSPEED TENDS TO BUILD RAPIDLY IN THIS AIRCRAFT.**

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## **PREFLIGHT INSPECTION**

### **1. CABIN**

- a) Documentation -- Available In Airplane
- b) Aeronautical Charts – CURRENT AND APPROPRIATE TO FLIGHT
- c) Seat Belt Securing Control Stick -- RELEASE
- d) Control locks -- REMOVED
- e) Ignition Switch -- OFF
- f) Avionics -- OFF
- g) Master Switch -- ON
- h) Flaps – DOWN
- i) Master Switch -- OFF
- j) Carb Heat – COLD

### **2. EMPENNAGE**

- a) Tail Tie-Down -- DISCONNECT
- b) Control Surfaces -- CHECK freedom of movement and security
- c) Elevator trim – CHECK take off position
- d) Static Sources (both sides of fuselage) –CHECK for blockage

### **3. RIGHT WING**

- a) Aileron -- CHECK freedom of movement and security
- b) Flap -- CHECK security
- c) Landing light – CHECK condition
- d) Wing Tie-Down -- DISCONNECT
- e) Main Wheel Tire -- CHECK for 45#
- f) Chock -- REMOVE
- g) Right Wing Tank – SUMP
- h) Fuel Quantity -- CHECK VISUALLY
- i) Fuel Filler Cap – SECURE

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## 5. NOSE

- a) Engine Oil Level -- CHECK, do not operate with less than 4 quarts
- b) Propeller and Spinner -- CHECK for nicks and security
- c) Cowl Hinge Pins -- CHECK for security
- d) Air Inlet -- CHECK for restrictions
- e) Nose Wheel Tire -- CHECK for 40#
- j) Chock -- REMOVE
- k) Fuel Tank Vents -- CHECK for blockage

## 6. LEFT WING

- a) Wing Tie-Down -- DISCONNECT
- b) Main Wheel Tire -- CHECK for 45#
- c) Chock -- REMOVE
- d) Left Wing Tank -- SUMP
- e) Fuel Quantity -- CHECK VISUALLY
- f) Fuel Filler Cap -- SECURE
- g) Pitot Tube Cover -- REMOVE and check for blockage
- h) Landing Light -- CHECK condition
- i) Aileron -- CHECK freedom of movement and security
- j) Flap -- CHECK security

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## **BEFORE STARTING ENGINE**

- a) Preflight Inspection -- COMPLETE
- b) Seat Belts and Shoulder Harnesses -- ADJUST and LOCK
- c) Fuel Selector Valve – MOST FULL TANK
- d) Avionics and Electrical -- OFF
- e) Brakes -- SET
- f) Circuit Breakers -- CHECK IN
- g) Canopy -- ADJUST

## **STARTING ENGINE (cold)**

- a) Mixture -- RICH
- b) Throttle to 1/8
- c) Master Switch – ON
- d) Flaps -- UP
- e) Fuel Boost Pump – ON
- f) Prime – Mix to rich (4-5 seconds when cold)
- g) Propeller Area -- CLEAR
- h) Ignition Switch -- START
- i) Avionics & Instruments – ON
- j) Oil Pressure -- CHECK 25 psi at idle
- k) Position lights – ON

## **STARTING ENGINE (Warm)**

- l) Mixture -- RICH
- m) Throttle to 1/8
- n) Master Switch – ON
- o) Flaps -- UP
- p) Fuel Boost Pump – ON (5-10 seconds to purge)
- q) Fuel Boost Pump -- OFF
- r) Propeller Area -- CLEAR
- s) Ignition Switch -- START
- t) Avionics & Instruments -- ON
- u) Oil Pressure -- CHECK 25 psi at idle
- v) Position lights – ON



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## BEFORE TAKEOFF

- a) Brakes -- SET
- b) Flight Controls -- FREE and CORRECT
- c) Flight Instruments -- SET
  - Altimeter -- CORRECT PRESSURE
  - D/G -- CORRECT HEADING
  - GPS ON
  - Flight timer -- RESET
  - Hobbs time -- NOTE
- d) Fuel Selector Valve -- MOST FULL TANK
- e) Circuit breakers -- RESET
- f) Auto pilot -- ON - DISABLED
- g) Mixture -- RICH (below 3000')
- h) Elevator Trim -- NEUTRAL
- i) Flaps -- UP
- j) Throttle -- 1700 RPM
  - 1) Magnetos -- CHECK (125 max drop, 50 differential)
  - 2) Magnetos -- EGT Raise on all Cyl
  - 3) Carb heat -- CHECK
  - 4) Engine Instruments -- NO ALARMS
  - 5) Throttle -- IDLE
- i) Radios -- SET
- j) Fuel Boost Pump -- ON
- k) Transponder -- ALTITUDE
- l) Passenger -- READY and willing
- m) Strobe lights -- ON
- n) Sunshade -- RETRACT
- o) Canopy ----- Main Latch -- SECURE

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## TAKEOFF

### NORMAL TAKEOFF

- a) Wing Flaps – UP
- b) Throttle -- FULL OPEN
- c) Elevator Control – LIFT NOSE WHEEL (at 55KIAS)
- d) Climb Speed -- 120 KIAS

### SHORT FIELD TAKEOFF

- a) Wing Flaps – 5 Deg
- b) Brakes – APPLY
- c) Throttle – FULL OPEN
- d) Mixture – RICH (above 3000' lean to obtain max RPM)
- e) Brakes – RELEASE
- f) Climb Speed – 80 KIAS (Vy)

### ENROUTE CLIMB

- a) Airspeed – 120 - 140 KIAS
- b) Throttle – 25 in Hg or full throttle or 2400 RPM or 75% power
- c) Boost Pump – ON
- d) Fuel Pressure – CHECK
- e) Mixture – LEAN above 5000'

### CRUISE

- a) Throttle – 23 in Hg or 2300 RPM or less than 75% power
- b) Trim – ADJUST
- c) Mixture – LEAN to 50 deg C rich of peak

### DESCENT

- a) Start descent 6 miles out for every 1000 feet
- b) Trim – ADJUST to 500 feet per minute
- c) Mixture – FULL RICH
- d) Throttle – REDUCE manifold pressure 1" every 2 minutes

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## LANDING

- a) Fuel – SELECT most full tank
- b) Sunshade -- RETRACT
- c) Mixture – FULL RICH
- d) Fuel boost pump – ON
- e) All lights – ON
- f) Carb heat – ON
- g) Speed – SLOW to 86 kts
- h) Flaps -- Full
- i) Elevator trim – 86 kts

## POSTFLIGHT

### AFTER LANDING

- a) Wing Flaps – UP 1”
- b) Boost Pump – OFF
- c) Transponder – STANDBY

### ENGINE SHUTDOWN

- a) Flaps – DOWN until 1” travel remains
- b) Throttle – IDLE
- c) CHT decidedly dropped
- d) All electrical switches – OFF
- e) Avionics and Instruments.-- OFF
- f) Mixture – IDLE CUT-OFF
- g) Wait for shut down
- h) Ignition -- OFF
- i) Master – OFF

### SECURING AIRCRAFT

- a) Wheel Chocks
- b) Wing & Tail Tie-Down
- c) Pitot Tube Cover
- d) Cockpit control lock -- SECURED
- e) Ignition Key – REMOVED
- f) Master and Electrical Switches – OFF

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## Performance

### Cruise Performance at 8,000':

KTAS	RPM	MAP	Fuel Flow	% Power
167	2400	23"	8.4 GPH	75%
157	2300	22"	7.4 GPH	65%
151	2200	21"	6.3 GPH	55%

### No Wind Range at 8,000':

- \* All range calculations include 3 gal. For engine start, taxi, takeoff and climb.
- \* Engine is leaned for best economy.

### *One hour (8 gal.) reserve:*

75% Power	540 nm
65% Power	575 nm
55% Power	650 nm

### *No Reserve:*

75% Power	695 nm
65% Power	745 nm
55% Power	840 nm

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## **KINDS OF OPERATING LIMITS**

The RV6A – N468AC airplane is approved for the following operations when equipped in accordance with FAR 91.205

- (a) Day V.F.R.
- (b) Night V.F.R.
- (c) Day I.F.R.
- (d) Night I.F.R.
- (e) Non Icing
- (f) Acceleration limits
  - at 1900 Lbs +2, -1.5 g
  - at 1650 Lbs +6, -4 g
  - at 1375 Lbs (aerobatic) +6, -6 g

## **FLAP LIMITATIONS**

Approved Takeoff Range: UP to 5°  
Approved Landing Range: UP to FULL

## **FUEL LIMITATIONS**

- (a) Total Capacity 38 U.S. GAL
- (b) Unusable Fuel 0 U.S. GAL

The unusable fuel for this airplane has been determined as 0.0 gallon in each wing in critical flight attitudes.

- (c) Usable Fuel 38 U.S. GAL

The usable fuel in this airplane has been determined as 19.0 gallons in each wing.

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## WEIGHT AND BALANCE DATA

Make: Allen Checca

Model: RV-6A

Serial: 60573

Registration: N468AC

Maximum Weights:

Aerobatic Category ..... 1375 Lbs

Utility Category ..... 1650 Lbs

Normal Category ..... 1900 Lbs

Datum= 60 inches forward of wing leading edge (L.E.)

Design C.G. Range = 15% to 29% of wing chord  
 8.7" to 16.8" from L.E.  
 68.7" to 77.1" aft of Datum

Wing L.E. = 60 inches aft of datum

Main wheel right = 84.25" aft of datum

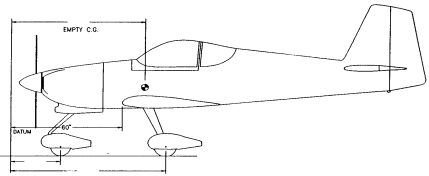
Main wheel left = 84.25" aft of datum

Nose wheel = 28.50" aft of datum

Fuel ..... 70" aft of datum

Pilot and Passenger ..... 87.4" aft of datum

Baggage ..... 117" aft of datum



Aircraft weighed empty in level flight attitude.

(Includes 8 qts. of oil, no useful fuel)

Sample:

	Weight	Arm	Moment
Aircraft	1152		80518.14
Fuel (6lbs/gal) _____		70	_____
Pilot _____		87.4	_____
Passenger _____		87.4	_____
Baggage _____		117	_____
Total _____			_____

CG = Total Moment / Total Weight

CG = \_\_\_\_\_ in aft of datum

CG Range = 68.7 to 77.1 in aft of datum

Empty CG = 69.89

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## WEIGHT AND BALANCE DATA

\*All CG ranges for possible flight conditions are within design limits

	Left Main	Rt. Main	Nose	Total
Weight	427	429	296	1152
Component	Weight	*	Arm	= Moment
Lmain	427		84.13	35974.75
Rmain	429		84.25	36089.63
Nose	296		28.56	8453.76
sub total				80518.14

**CG Range** 68.70 to 76.80 in aft of datum  
**Empty C.G** 69.89

Max. Gross Weight				Full Baggage, No Pax			
Item	Weight	Arm	Moment	Item	Weight	Arm	Moment
Aircraft	1152		80518.14	Aircraft	1152		80518.14
Fuel (6 lbs/gal)	228	70	15,960	Fuel (6 lbs/gal)	228	70	15,960
Pilot	200	87.4	17480	Pilot	250	87.4	21850
Passenger	200	87.4	17480	Passenger	0	87.4	0
Baggage	100	117	11700	Baggage	100	117	11700
Total	1900		143138.14	Total	1730		130028.14
CG:	76.14			CG:	75.16		
Zero Fuel CG	76.98			Zero Fuel CG	75.94		

Pilot, Pax, No Baggage				Pilot, No Pax, No Baggage *****Aerobic			
Item	Weight	Arm	Moment	Item	Weight	Arm	Moment
Aircraft	1152		80518.14	Aircraft	1152		80518.14
Fuel (6 lbs/gal)	228	70	15,960	Fuel (6 lbs/gal)	60	70.0	4200
Pilot	250	87.4	21850	Pilot	165	87.4	14421
Passenger	250	87.4	21850	Passenger	0	87.4	0
Baggage	0	117	0	Baggage	0	117	0
Total	1880		140178.14	Total	1375		99139.14
CG:	74.56			CG:	72.00		
Zero Fuel CG	75.19			Zero Fuel CG	72.09		

MAXIMUM TAKE OFF WEIGHT: 1900 Lbs  
 MAXIMUM LANDING WEIGHT: 1800 Lbs  
 MAXIMUM LANDING WEIGHT (Soft Field): 1650 Lbs  
 MAXIMUM SEAT WEIGHT: 250 Lbs  
 MAXIMUM FUEL WEIGHT: 228 Lbs

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## Engine Information

Model: ..... Lycoming O-360 A1A  
HP: ..... 180  
Fuel: ..... 91/96 or 100/130 octane minimum  
..... 100LL

Oil Filter: ..... Champion CH48110

OIL: Avg MIL-L-6082 Ashless Dispersant

Ambiant Air	Grades	Grades
Above 80F	SAE 60	SAE 60,20w50
Above 60F	SAE 60	SAE 60
30 – 90F	SAE 40	SAE 40,50
0-70F	SAE 30	SAE 30,40 or SAE 40
Below 10F	SAE 20	SAE 30 or 20w30

Oil Sump Capacity 8 U.S. Quarts

Minimum Safe Quantity 2 U.S. Quarts

### Operating Conditions:

Oil Inlet Temp: 185 deg F desired, 245 deg F Maximum

Oil Pressure: 95 psi max; 55 psi min; 25 psi idle

Fuel Pressure: 8 psi max; 1 psi min; 4 psi desired

Cyl. Head Temp 150 deg F – 400 deg F desired range, 500 deg F max

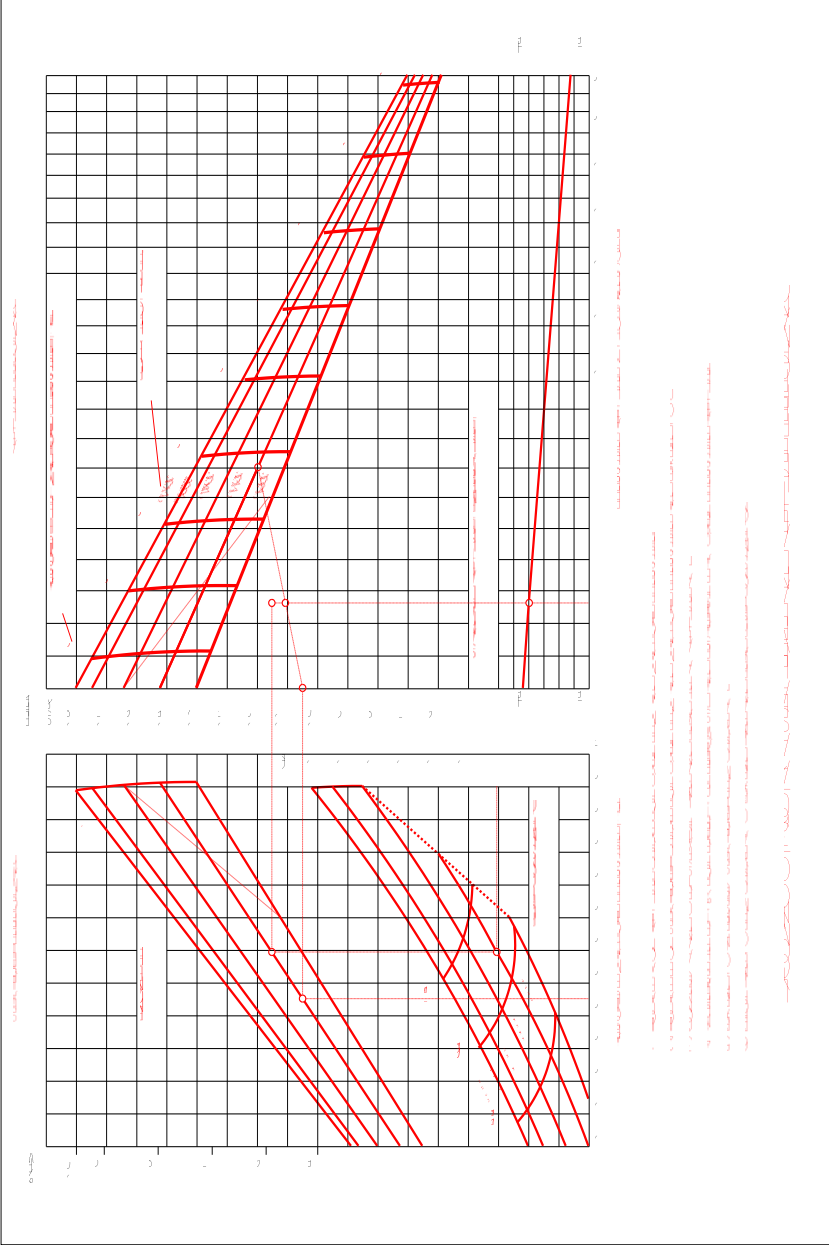
Max oil consumption .45qts/hr. at cruise

Conversion table:

Celc.	Fahr.	Celc.	Fahr.	Celc.	Fahr.	Celc.	Fahr.	Celc.	Fahr.
10	50	60	140	110	230	160	320	210	410
16	60	66	150	116	240	166	330	216	420
21	70	71	160	121	250	171	340	221	430
27	80	77	170	127	260	177	350	227	440
32	90	82	180	132	270	182	360	232	450
38	100	88	190	138	280	188	370	238	460
43	110	93	200	143	290	193	380	243	470
49	120	99	210	149	300	199	390	249	480
54	130	104	220	154	310	204	400	254	490



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1.  $C_L$  and  $C_D$  vs  $\alpha$  (Handwritten red text)
2.  $C_L$  vs  $\alpha$  (Handwritten red text)
3.  $C_D$  vs  $\alpha$  (Handwritten red text)
4.  $C_L$  vs  $\alpha$  (Handwritten red text)
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6.  $C_L$  vs  $\alpha$  (Handwritten red text)
7.  $C_D$  vs  $\alpha$  (Handwritten red text)
8.  $C_L$  vs  $\alpha$  (Handwritten red text)
9.  $C_D$  vs  $\alpha$  (Handwritten red text)
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11.  $C_D$  vs  $\alpha$  (Handwritten red text)
12.  $C_L$  vs  $\alpha$  (Handwritten red text)
13.  $C_D$  vs  $\alpha$  (Handwritten red text)
14.  $C_L$  vs  $\alpha$  (Handwritten red text)
15.  $C_D$  vs  $\alpha$  (Handwritten red text)

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## **EMERGENCY PROCEDURES**

### **AIRSPEEDS FOR EMERGENCY OPERATIONS**

Engine Failure after Takeoff:

Wing Flaps Up .....80 Kts

Wing Flaps Down ..... 70 Kts

Maneuvering Speed ( $V_a$ ) .....115 Kts

Maximum Glide .....80 Kts

### **ELECTRICAL / ALTERNATOR FAILURE**

1. Avionics –OFF
2. Master Switch – OFF, both sides
3. Master Switch – ON

#### **IF ALTERNATOR IS STILL OFF-LINE:**

4. Master Switch – OFF
5. All Electrical Switches – OFF
6. Alternator Breaker – PULL
7. Avionics – OFF
8. Avionics – ON as required
9. Electrical Equipment – ON, as required
10. Flight – TERMINATE as soon as practical, aircraft is on battery reserves only.

#### **IF ALTERNATOR CIRCUIT BREAKER TRIPED:**

1. Master Switch – OFF
2. All Electrical Switches – OFF
3. Avionics – OFF
4. WAIT 5 minutes for breaker cool down
5. Alternator Breaker – RESET ONCE
6. Avionics – ON as required
7. Electrical Equipment – ON, as required
8. Flight – TERMINATE as soon as practical

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## **EMERGENCY PROCEDURES ENGINE FAILURES**

### **ENGINE FAILURE DURING TAKEOFF RUN**

1. Throttle – IDLE
2. Brakes – APPLY
3. Wing Flaps – RETRACT
4. Mixture – IDLE CUT-OFF
5. Ignition Switch – OFF
6. Master Switch – OFF

### **ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF**

1. Airspeed – 70 KIAS
2. Mixture – IDLE CUT-OFF
3. Fuel Selector Valve – OFF
4. Ignition Switch – OFF
5. Wing Flaps – AS REQUIRED
6. Master Switch – OFF

### **ENGINE FAILURE DURING FLIGHT**

1. Airspeed – 80 Knots
2. Boost Pump – ON
3. Fuel Selector – SWITCH TANKS
4. Mixture – RICH
5. Carb heat -- ON
6. Ignition Switch – BOTH, LEFT, RIGHT
7. Transponder – 7700
8. Radio --MAYDAY 121.5

### **ICING**

1. Carb heat -- ON
2. Cabin heat – MAX
3. Heading – MAKE 180 degree turn
4. Altitude -- CHANGE
5. Throttle – FULL
6. Flaps – UP
7. Land -- IMMEDIATELY

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## **EMERGENCY PROCEDURES**

### **FIRES**

#### **DURING START ON GROUND**

1. Cranking – CONTINUE, to get a start which would suck the flames and accumulated fuel through the carb and into the engine.

#### **If engine starts:**

2. Power – 1700 RPM for a few minutes
3. Engine – SHUTDOWN and inspect for damage

#### **If engine fails to start:**

4. Throttle – FULL OPEN
5. Mixture – IDLE CUT-OFF
6. Cranking – CONTINUE
7. Fire Extinguisher – ACTIVATE behind seat
8. Engine – SECURE

#### **ENGINE FIRE IN FLIGHT**

1. Mixture – IDLE CUT-OFF
2. Fuel Selector Valve – OFF
3. Master Switch – OFF
4. Cabin Heat and Air – OFF
5. Radio – MAYDAY 121.5

#### **ELECTRICAL FIRE IN FLIGHT**

1. Master Switch – OFF
2. Avionics – OFF
3. All Other Switches (except ignition) – OFF
4. Vents/ Cabin Air/ Heat – CLOSED
5. Fire Extinguisher – ACTIVATE Behind seat

#### **CABIN FIRE**

1. Master Switch – OFF
2. Vents/ Cabin Heat – CLOSED
3. Fire Extinguisher – ACTIVATE behind seat

#### **WING FIRE**

1. Nav & Strobe Lights – OFF
2. Landing Light – OFF

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## 91.125 - ATC light signals.

ATC light signals have the meaning shown in the following table:

Color and type of signal	Meaning with respect to aircraft on the surface	Meaning with respect to aircraft in flight
Steady <b>green</b>	Cleared for takeoff	Cleared to land
Flashing <b>green</b>	Cleared to taxi	Return for landing
Steady <b>red</b>	Stop	Give way to other aircraft and continue circling.
Flashing <b>red</b>	Taxi clear of runway in use	Airport unsafe—do not use
Flashing <b>white</b>	Return to starting point on airport	N/A
Alternating <b>red</b> and <b>green</b>	Exercise extreme caution	Exercise extreme caution

## Compass Headings, VFR under 18,000ft

Course	Altitude
0 – 179 degrees	Odd thousand +500
180 – 360 degrees	Even thousand + 500

## Squawk Codes

- 1200 Visual Flight Rules (VFR)
- 7500 Hijack
- 7600 Communications failure
- 7700 Emergency