

How to inform pilots about

# **AUTOMATED UNICOM**

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# AUTOMATED UNICOM EXISTS

- **What is it?**
  - Approved weather for IFR operations - Altimeter & Visibility
  - Wind – Crosswind – Windshear
  - Runway – Preferred, conditions favoring
  - Traffic - Listen for traffic, pilot's discretion
  - Automatic Radio 'echo-check'
- **How to make it all clear to pilots?**
- Presence at a given location?
  - Instrument Approach Plates
  - Sectionals
  - Communications
- How to activate it?
  - 3 clicks for WX
  - 4 clicks for radio check

[www.superawos.com/pilots](http://www.superawos.com/pilots)

# Instrument Approach Procedures

FRIENDLY, MARYLAND

AL-9027 (FAA)

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 2289 |
| 059°    | TDZE     | 118  |
|         | Apt Elev | 118  |

**RNAV (GPS) RWY**  
FRIENDLY / POTOMAC AIRFIELD (VK)



NA

Circling NA SE of Rwy 6 and 24. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Andrews AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold.

POTOMAC APP CON  
125,650 348,725

UNICOM  
122.8 (CTAF) 0

△1049

Ronald Reagan  
Washington National

“If local altimeter **not received**, use AFB altimeter setting and increase all MDA’s by 40 ft”

**Altimeter received from ...WHOM and ...HOW ?**

FRIENDLY, MARYLAND

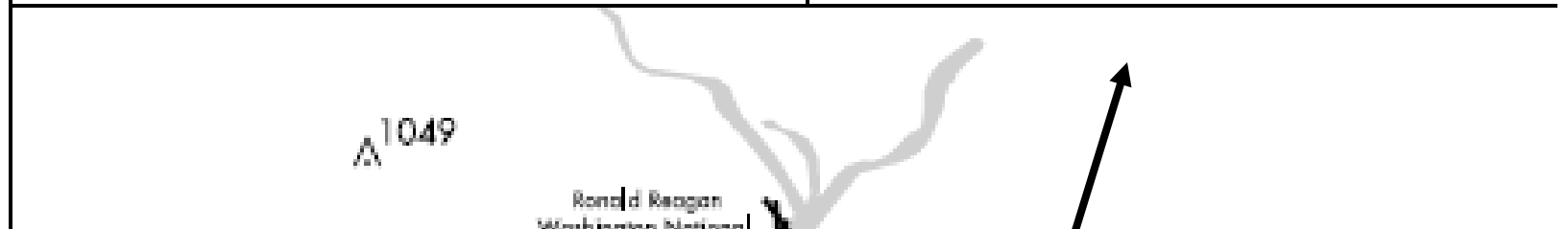
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## RNAV (GPS) RWY

FRIENDLY / POTOMAC AIRFIELD (VK)

|                                               |                                                                                                                                                                                                              |                                                                            |
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| <p>POTOMAC APP CON</p> <p>125,650 348,725</p> |                                                                                                                                                                                                              | <p>UNICOM</p> <p>122.8 (CTAF) 0</p>                                        |



Replace 'UNICOM'

AUTOMATED UNICOM?

PILOT ACTIVATED UNICOM?

PILOT CONTROLLED UNICOM?

3 Clicks WX 4 Clicks R-Check

# Aeronautical Information Manual

## Official Guide to Basic Flight Information and ATC Procedures

### **4-1-9. Traffic Advisory Practices at Airports without Operating Control Towers**

#### **a. Airport Operations Without Operating Control Tower**

1. There is no substitute for alertness while in the vicinity of an airport. It is essential that pilots be alert and look for other traffic and exchange traffic information when approaching or departing an airport without an operating control tower. This is of particular importance since other aircraft may not have communication capability or, in some cases, pilots may not communicate their presence or intentions when operating into or out of such airports. To achieve the greatest degree of safety, it is essential that all radio-equipped aircraft transmit/receive on a common frequency identified for the purpose of airport advisories.
2. An airport may have a full or part-time tower or FSS located on the airport, a full or part-time UNICOM station or no aeronautical station at all. There are three ways for pilots to communicate their intention and obtain airport/traffic information when operating at an airport that does not have an operating tower: by communicating with an FSS, a UNICOM operator, or by making a self-announce broadcast.
3. Many airports are now providing completely automated weather, radio check capability and airport advisory information on an automated UNICOM system. These systems offer a variety of features, typically selectable by microphone clicks, on the UNICOM frequency. Availability of the automated UNICOM will be published in the Airport/Facility Directory and approach charts.

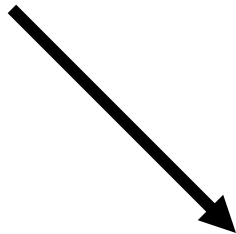
## 8/26/10 Pilot/Controller Glossary

### PCG-1 PILOT/CONTROLLER GLOSSARY

**AUTOMATED UNICOM-** Provides completely automated weather, radio check capability and airport advisory information on an Automated UNICOM system. These systems offer a variety of features, typically selectable by microphone clicks, on the UNICOM frequency. Availability will be published in the Airport/Facility Directory and approach charts.

Source: [http://www.faa.gov/air\\_traffic/publications/atpubs/PCG/pcg.pdf](http://www.faa.gov/air_traffic/publications/atpubs/PCG/pcg.pdf)

A reference can be found here, ...but...



AirNav: KVKX - Potomac Airfield - Windows Internet Explorer

http://www.airnav.com/airport/KVKX

File Edit View Favorites Tools Help

Favorites Suggested Sites Google Images ADDS - METARs AeroPlanner.com FAADIR BLM TFRs

AirNav: KVKX - Potomac Airfield Home Feeds Read Mail Print Page Safety Tools Help

Lights: DUSK-DAWN  
ACTVT REIL RYS 06 & 24 - CTAF  
Beacon: white-green (lighted land airport)  
ROTG BCN LOCATED 1000 FT N OF ARPT.

**Airport Communications**

CTAF/UNICOM: 122.8  
WX AWOS-A: 122.800 ( 617-262-3825 )  
POTOMAC APPROACH: 125.65  
POTOMAC DEPARTURE: 125.65  
WX ASOS at DCA (7 nm NW): PHONE 703-412-8140  
WX AWOS-3 at CGS (14 nm N): 121.225 ( 301-864-5497 )

- AUTOMATED UNICOM - 3 CLICKS FOR ARPT ADVISORY & WEATHER, 4 CLICKS FOR RADIO CHECK.

**Nearby radio navigation aios**

| VOR radial/distance           | VOR name           | Freq   | Var |
|-------------------------------|--------------------|--------|-----|
| <a href="#">ADW</a> r240/5.5  | ANDREWS VORTAC     | 113.10 | 10W |
| <a href="#">DCA</a> r159/7.6  | WASHINGTON VOR/DME | 111.00 | 09W |
| <a href="#">OTT</a> r295/10.2 | NOTTINGHAM VORTAC  | 113.70 | 10W |
| <a href="#">AML</a> r123/26.3 | ARMEL VORTAC       | 113.50 | 08W |
| <a href="#">BAL</a> r219/28.8 | BALTIMORE VORTAC   | 115.10 | 11W |
| <a href="#">BRV</a> r046/31.0 | BROOKE VORTAC      | 114.50 | 09W |
| <a href="#">PXT</a> r327/38.0 | PATUXENT VORTAC    | 117.60 | 10W |

**NDB name** **Hdg/Dist** **Freq** **Var** **ID**

|                              |          |     |     |     |             |
|------------------------------|----------|-----|-----|-----|-------------|
| <a href="#">OXONN</a>        | 119/3.5  | 332 | 11W | DC  | - . . - . . |
| <a href="#">DAVEE</a>        | 063/8.9  | 223 | 09W | DAA | - . . - . . |
| <a href="#">GEORGETOWN</a>   | 153/13.4 | 323 | 09W | GTN | - . . - . . |
| <a href="#">ANNE ARUNDEL</a> | 214/22.1 | 260 | 10W | BUH | - . . - . . |
| <a href="#">GAITHERSBURG</a> | 168/27.1 | 385 | 09W | GAI | - . . - . . |
| <a href="#">ELLICOTT</a>     | 205/33.4 | 371 | 11W | FND | - . . - . . |
| <a href="#">SHANNON</a>      | 049/37.1 | 237 | 10W | EZF | - . . - . . |
| <a href="#">PATUXENT</a>     | 327/38.0 | 400 | 10W | NHK | - . . - . . |

**Airport Services**

**Aerial photo**  
WARNING: Photo may not be current or correct

Do you have a better or more recent aerial photo of Potomac Airfield that you would like to share? If so, please [send us your photo](#).

**Airport distance calculator**  
Flying to Potomac Airfield? Find the distance to fly.

From  to KVKX  
[CALCULATE DISTANCE](#)

**Sunrise and sunset**  
Times for 10-Feb-2011

|                        | Local (UTC-5) | Zulu (UTC) |
|------------------------|---------------|------------|
| Morning civil twilight | 06:38         | 11:38      |
| Sunrise                | 07:06         | 12:06      |
| Sunset                 | 17:38         | 22:38      |
| Evening civil twilight | 18:06         | 23:06      |

**Current date and time**

|               |                      |
|---------------|----------------------|
| Zulu (UTC)    | 10-Feb-2011 20:25:43 |
| Local (UTC-5) | 10-Feb-2011 15:25:43 |

**METAR**

|                      |                           |
|----------------------|---------------------------|
| <a href="#">KADW</a> | 101955Z AUTO 32011KT 10SM |
| 6nm NE               | CLR M01/M16 A3009 RMK AO2 |
|                      | SLP196 T10061155          |
| <a href="#">KPCA</a> | 101955Z 32006KT 10SM CLR  |

Internet 100%

# AIRWAYS FACILITY DIRECTORY

78

MARYLAND

## FRIENDLY

POTOMAC AIRFIELD (YKX) 00 NE UTC-5(-4DT) N38°44.92' W76°57.36'

118 B S4 FUEL 100LL NOTAM FILE DCA

RWY 01-24: H2665X40 (ASPH-AFSC) MRL 0.3% up NE

RWY 01: REIL PAPI (P2L)—GA 5.0° TCH 38'. Thld displd 385'. Trees.

RWY 24: REIL PAPI (P2L)—GA 5.5° TCH 49'. Thld displd 84'.

Trees. Rgt tlo.

**AIRPORT REMARKS:** Attended 1200-0300Z†. Compliance with 14 CFR section 93.335 is rqr before pilots may opr to/from this arpt. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to soft movement areas. Noise abatement procedures: avoid takeoff 0300-1200Z†. Rotating bcn located 1000' N of arpt. Visitors please tune 122.85 for parking instructions and gnd svcs. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF.

**COMMUNICATIONS:** CTAF/AUNICOM 122.8

Ⓡ POTOMAC APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

ANDREWS (L) VORTACW 113.1 ADW Chan 78 N38°48.43'

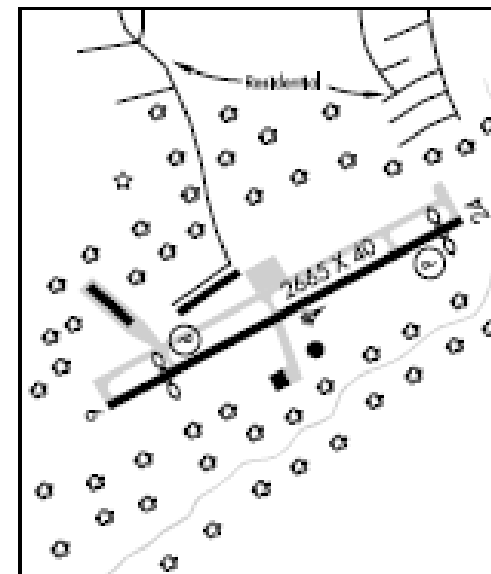
W76°51.98' 240° 5.5 NM to fld. 260/10W.

WASHINGTON

COPTER

L-29E, 34F, 3H, A

IAP



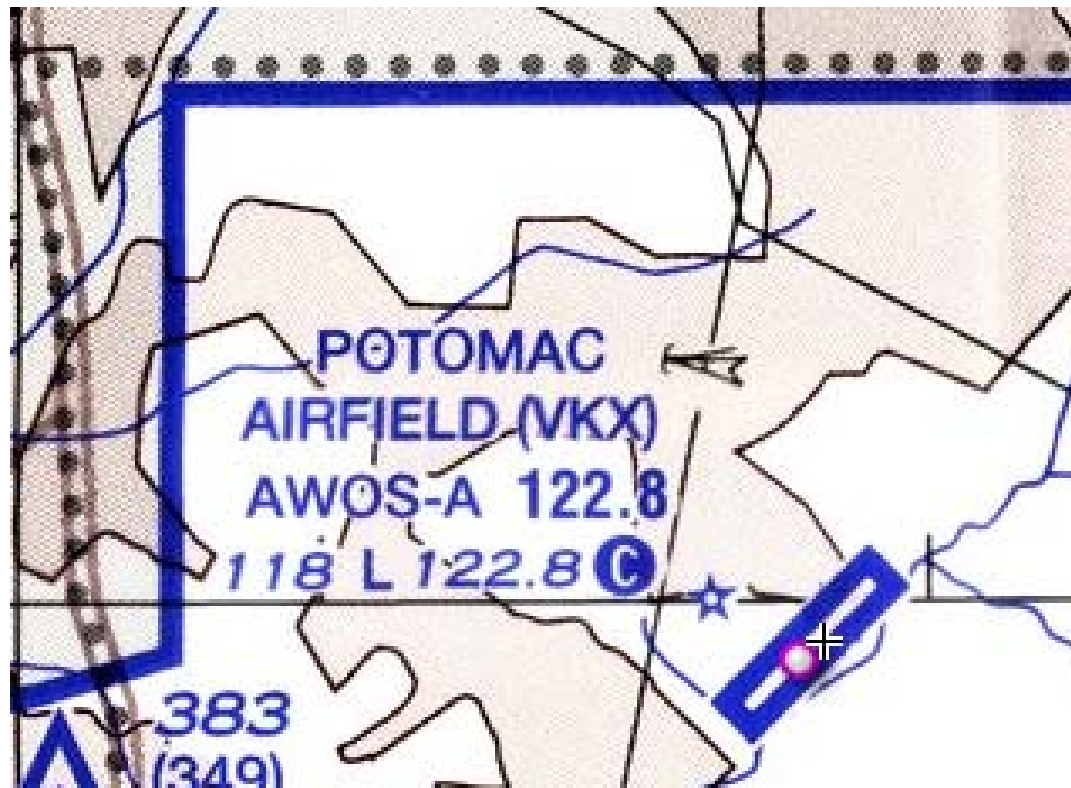
CAITHERSBURG N39°40' 48" W77°00' 00" NOTAM FILE DCA

WASHINGTON

Keep digging, it is there...



(A) 122.8 For Automated?



Your thoughts,  
ladies and gentlemen?

Thank You