Updated 3/4/2025 with additional questions for CRM
Backup done 3/4/2025
Boeing ASRT

- **ASRT A350 (updated 6SEP24)**

- [ ] A magenta dot on the speed scale represents - The shortnn term managed speed
- [ ] The of the A350-900 is - 440 pax
- [ ] Minimum turning width without margin and on dry lrwy for 180* turn - 52m
- [ ] To select and 9 the information on the ND, the flight crew can use - the efis ttr *bbnm*
- [ ] Mmmmnmn mmmn control panel and/or the kccu

The _____ displaysb mamwwdn nmm flt parameter andd navigation data on PFD and ND - EFIS

- [ ] The _____ provly50ides back up flight parameter and navigation in the case of loss EFIS - ISIS

what is the color of the altitude frame when the. Aircuraf86tt app
roaches the selected altitude or flight level - yellow

- [ ] BAttery, engine generator or external power can supply electrical power to apu - true
- [ ] The apu can be shut down from outside the aircraft with - the apu shutoff sw on the maintenance nose gear panel, or the emergency shutdown switch on external refuel panel
- [ ] On the apu sd page: apu fu = 0kg, N =0%, egt =15c and flap open in green display. In the apu panel, the master sw is ON. The apu is - ready to start
- [ ] The bleed air system supplies air to: engine start system, air conditioning system, cabin pressurization system, wing anti ice, engine anti ice and fuel inerting system
- [ ] On the a350 two hp ground sources can be connected - true
- [ ] In normal operation, the crossbleed valve interconnects or isolates the left and right air systems if - xbleed selectors is in auto
- [ ] On the emer elec pwr panel, the rat man on pb - extends the rat
- [ ] The electrical system has 2 electrical power distribution centers. Epdc side 1 and epdc side 2. For each side , the emergency network is composed of - 1 ac emer
- [ ] 230v busbar, 1 ac emer 115v busbar,1 dc emer 28v busbar
- [ ] In case the generators overload and not sufficient elmf shedding, the electrical network management function (enmf) sheds groups of loads - true
- [ ] Each engine is controlled by - 1 fadec
- [ ] Engines are running, the fadec is powered by its own alternator - true
- [ ] In manual mode the engine thrust is delivered according to the thrust lever position - true
- [ ] The flight crew uses one of the rmp to control the comm system - true
- [ ] To make an announcement to the pax, on the rmp - you maintain the pa transmission key during all the announcement
- [ ] When the 3 rmp's have failed, can you access the rmp back up page on the mfd - false
- [ ] The cockpit door is locked automatically - when the cockpit door locking system is powered
- [ ] To exit the cockpit, the flt crew must use - the door handle
- [ ] The flight crew can erase the cvr recorded data - on ground only
- [ ] Which color coding requires the flight crew's awareness (and not immediate action)u? - AMBER

On the PFD, above the horizon symbol. The highlighted red "V" indication represents: An altitude pitch limit indication to avoid tail strike at take-off and landing

- [ ] On the altitude-scale. A green dot above the present altitude during descent represents: the aircraft is below the descent profile
- [ ] The VMAX is the lowest of the following speed: ALL CHOICES ARE CORRECT
- [ ] The APU GEN pb-sw allows to disconnect manually the APU generator from the electric network: TRUE

A thermal discharge of the crew oxygen bottle is
indicated by: green blow out disc missing

At the gate, a red light flasr5
Zhes under the door window when: - engines are stopped, slide is disarmed and cabin is pressurized

Can you hear the beacon identification
selected through the STBY/NAV : yes, by pres7s
Sstssst8sing corresponding reception knob
y.s msyt

Can you obtain an amplitude modulation “A M” z6

Ss light on RMP2:
Yes
Ss5 d6s jn
a5.s7

Can you speak on VHF and the PA at the same time: - never the

Can you use service interphone system in flight: - yes

CKPT OXY becomes amber when system pressure goes below: ,,,,,,,, z,,,, 300 pse::si

Emergency lighting using the integral batteries will provide lighting for: - 12 minutes
i
Evacuation command button at the forward flight attendant position: - can only be activated, provided the cockpit switch at the CAPT and PURS position
ar
For communication with ground mechanic at the engine nacelle, the crew must use the following audio system selection: - ATT + CAB
if
How many escape ropes are in the cockpit? 2 escape ropes - 1 over each window, they can be used through the left or right windows

How many oxygen overpressure safety systems does the A330 have? Two

If a slide fails to inflate automatically: - b or c (it must be inflated by manual activation; it may be used as a manually; held escape slide)

If an emergency access procedure has been initiated by a cabin crew member, the buzzer in the cockpit will sound for: Continuously

If cabin altitude rises above 14,000FT, Oxygen masks will drop out: -
automatically by cabin pressure and/or flight deck action
remain closed.

If in the cockpit the master selector of the EVAC command panel is in “CAPT” position and purser presses his EVAC “COMD” pb, what will happen?- EVAC signals are energized in the cockpit only

If RMP 2 fails: All COM systems can be controlled by any other RMP

In normal operation, RMP1 is dedicated to: VHF1

In the AUTO position, the fasten seat belt sign and the return to your seat sign will illuminate: When the landing gear is extended and then the slats are extended to position 1, 2, 3, or Full.
In the AUTO position, the strobe lights come on: At takeoff (shock absor
ber not compressed

In the passengers oxygen system, a generator, once activated, delivers oxygen for: 15 minutes same distribution to each mask

Interphone system permits you to speak to: all the above
Is the alert active when the command pb. on the EVAC purser panel is pressed? - Yes, provided the cockpit EVAC switch in the CAPT and PURS position

On ATC control panel the fault light comes on if:- selected transponder fails

On RMP, the ON/OFF switch controls: - the power supply to the RMP

On the COCKPIT DOOR panel, if DC BUS 2 fails: No Fault indication appears and the cockpit door locking system is not electrically supplied and is operative.

REGUL LO PR is displayed in amber on the ECAM DOOR/OXY page if oxygen pressure drops to 50 psi or lower on what? The low pressure circuit

Setting the STORM position on the INT LT panel: Sets the dome lights and main instrument panel lights to their maximum brightness.

Some pushbuttons have two illuminated dots, indicating that the corresponding part of the pushbutton: Is not usedl

State the location of the "EVAC COMMAND" switch: - Purser station and pilot overhead panel

The aircraft is fitted with emergency evacuation slides at: - the 4 entry doors and the overwing exits

The captain may call all cabin attendants at the same time: - True

The CREW SUPPLY switch on thoverhead panel controls what? The Supply solenoid valve

The cockpit door: - normally opens into the cockpit but can be forced open in either direction

The fasten seatbelt sign, no smoking and exit signs illuminate: - the appropriate switches are ON and/or excessive cabin altitude is detected

To activate the voice recorder before engine start you have to press: the Ground Control pb

What happens when the mask is used with the selector at 100% position: - mask is supplied with undiluted oxygen on demand

What is the function of the RESET pb on the ACP? - to cancel any lighted calls

What is the main purpose of the RMP: - both (choices are 1. To select radio frequencies; 2. To select NAV AIDS when the MCDU has failed; 3. Both)

When opened in an emergency the passenger entry doors: - are pneumatically assisted into the open position

When the landing gear is retracted after takeoff, the taxi and takeoff lights will: Turn off automatically.

When you select CAPT 3 on the audio switching panel: the captain uses his acoustic equipment and the 3rd occupant ACP

Where are the cockpit EVAC signals command p ko b. switches ? On the overhead panel and the purser stati

With the switch in the ARM position, emergency lighting is provided when: - AC Bus 1 or DC Shed Essential Bus fails

You make a STBY/NAV selection on a pedestal RMP. Can you confirm that selection on MCDU-RAD/NAV page: - no

You make a STBY/NAV selection on a pedestal RMP. Can you confirm that selection on MCDU RAD/NAV page: No.

You push MECH transmission key on the ACP panel: you can speak to ground mech via ACP INT pb

You want to erase tge CVR recording: - you push the erase pb more than 2 seconds and check that parking brake is ON

AIRBUS 330 Flight Safety

A generator once activated will deliver O2 for - 15 mins same distribution to each mask

After activation of the evacuation alert system from the cockpit, the horns: - can be individually canceled from the associated area

After starting #2 engine you get a master caution and amber L.FWD cabin message on the Upper ECAM: - the L.FWD cabin door is not locked and cabin cannot be pressurized

All the emergency lights in the cabin are automatically controlled from the emergency power supply units - which are distributed in the passenger cabin ceiling

An actuator assembly will pneumatically assist the door to open position: during an emergency opening

An escape rope is located; above and aft of both sliding windows

At the gate, a red cabin pressure lightsflash es below the door observation window if: - engines are stopped, slide is disarmed and cabin is pressurized

Can the cockpit windows be opened from the outside? NO

Can the oxygen flow, once started, be stopped? - NO

CKPT OXY becomes amber when system pressure goes below: 300 psi

Doors and exits are opened: - manually when not armed and pneumatically assisted when armed

How many oxygen overpressure safety systems does the A330 have? 2

How many seats on the a330 flight deck ha ve a lifevest underneath 1

If CIDS is lost which of the ff will be inoperative - PA system and the cab/cockpit interphone

If the crew selects the DOME light brightness switch to STORM position: - dome lights will illuminate at FULL intensity independently ¿of the CTL switch position

If power to the cockpit door fails: The door unlocks auto no matically, but remain closed.

If RMP1 fails: - VHF1 can be tuned by RMP2 and RMP3

If the cabin altitude exceeds _____, pilot breaths 100% oxygen - 35000’

If the Captain selects VHF2 on RMP1:
the SEL lights on RMP 1 and RMP 2 will illuminate

In case of emergency, the two sliding windows in the cockpit can be opened from the outside - false

In emergency electrical configuration: only the first office ko r dome light is available.

In emergency electrical configuration: only the first officer dome light is available.

In the AUTO position, the strobe lights come on - at takeoff (shock absorber not compressed)

In the AUTO position, the fasten seatbelt sign and the return to seat sign will illuminate - when the landing gear is extended or the slats are extended to 1,2,3 or full

It is safe for the ground crew to open the pax door if the red cabin pressure light is illuminated - False

On the ACP1, the VHF 1 annunciator light illuminate green and the INT's MECH light illuminate amber. When the Captain wishes to answer the mechanic's call, he can talk to the mechanics by: - placing the INT/RAD switch in the INT position

On the COCKPIT DOOR panel, if DC BUS 2 fails: No FAULT indication appears and the cockpit door locking system is not electrically supplied and is inoperative

On the forward attendant panel’s PIM, the red CIDS CAUT annunciator illuminates. Identify the correct statement - The “CAUT” light when re set in flight comes on again after landing

On the overhead panel, when the EVAC panel toggle switch is in the CAPT and PURS position:
the alert maybe activated from either cockpit or cabin

Opening door from outside when door is armed: - disarms the arming lever

Prior to closing the door you must: push down the gust lock

REGUL LO PR is displayed in amber on the ECAM DOOR/OXY page if oxygen pressure drops to 50 psi or lower on what? The low pressure circuit

RWY TURN OFF lights are located: on the nose gear and automatically extinguished at gear retraction

RMP 1 can tune :
any VHF

Setting the STORM position on the INT LT panel:

- Sets the dome lights and main instrument panel lights to their maximum brightness

Should the normal power fails, the batteries (EPSU's) continue to supply emergency light - 12 minutes

Should the slide do not inflate automatically:
- pull the red manual inflation handle

Some pushbuttons have two illuminated dots, indicating that the corresponding part of the pushbutton: Is not used

The additional panels at the door 2L and at door 4L are equipped with: - an EVAC/RESET button only

The arming lever safety pin is installed to: - prevent the lever from being moved to the armed position

The cabin altitude exceeds ____ the mask air inlet closes and the pilot breathes 100% oxygen 35000

The cabin interphone system provides communication: - between the flight crew and the cabin stations
N
The CIDS provides for: public address announcements

The cockpit EVAC selector is in the "CAPT" position. The evacuation alert system has to be - there are NO WARNINGS in the cabin, the cockpit is advised by a 3 SECOND BUZZER

The cockpit fixed oxygen system consists of a high pressure cylinder in the - lower left fuselage

The CREW SUPPLY switch on the overhead panel controls what? The supply solenoid valve

The evacuation alerts system can be activated: from the cockpit and from the Purser station

The FASTEN SEAT BELTS selector in the cockpit is in the AUTO POSITION, when do the FASTEN SEAT BELTS signs in the cabin illuminate? - when the slats extend

The high-pressure cylinder for the A330 oxygen system is located where? In the lower left fuselage

The lavatory OCCUPIED SIGNl is controlled by: - the lavatory door lock/unlock handle

The passenger address system allows: - cabin announcements through the passenger and attendant loudspeakers

The passenger O2 units can be opened manually by: answer A & B are correct

The pilot makes an interphone call to the cabin. Do cabin attendants need to perform a dial procedure to speak to the pilot? - NO

To disconnect the double lane slide from the aircraft: - lift the flap, then pull the disconnection handle
g
To enable communication with a mechanic at the number 2 engine during manual start valve operation, the pilot must: - select the CAB transmission key and the reception knob

To extinguish the ATT call light the pilot should:
push the RESET button

To erase the CVR tape the aircraft must: - be on the ground and parking brake ON

To make a PA announcement the pilot can: - use the cockpit handset on the pedestal

To test the oxygen flow of the cockpit mask: - the TEST and RESET button mu nost be pressed then the O2 blinker blitnks once

To test the CVR during preflight the pilot should turn on the CVR with the RCDR GND CTL pb, push test button and:
Check for one green in the LED sequence

What does a blue indication on a cockpit panel pushbutton indicate to the pilots? The system is being used normally but temporarily

What happens when the 100% position is selected on the crew oxygen MASK? - the user breathes pure oxygen

What is the P.A. procedure using a boomset or an oxygen mask? - keep the PA button pressed and talk

What is the P.A. procedure using the cockpit handset? - pick-up thevv handset, keep the PTT pressed and talk

What is the P.A. procedure using the microphone? - keep the PA pb on the ACP pressed, keep the PTT button pressed and talk

What is the procedure to follow in case of pilot incapacitation? Tighten and lock the shoulder harness, slide the seat rearwards, recline the backrest.

What kind of oxygen is supplied? gaseous for cockpit crew, chemical for cabin crew and passengers

When operating on battery power only, switching the dome light on: turns on the right hand dome light only

When do the escape slides lighting system illuminate - automatically if the slide is armed and the door is open

When the switch on the COCKPIT DOOR panel on the center pedestal is placed in the LOCK position which of these features is inhibite
d - all of the options

Which computer allows cabin programming? - PIM

Which lights come on when the EMER EXIT LT push button is pressed? - escape path markings, cabin emergency lighting and exit signs
9
Which of the following; P.A. priority levels are correctly ordered? - pre recorded announcement; boarding music

Which passenger signs illuminate when the NO SMOKING selector is put in the ON position? - NO SMOKING and EXIT

With the INT/RAD switch on the Audio Control Panel in the INT position and the side stick radio selector in the radio position, you are transmitting on the: radio selected by the transmission key on the ACP

With the strobe switch set to AUTO the strobe lights will illuminate: - when the shock absorber is not compressed

With the switch in any position, the exit signs will illuminate in the event of excessive cabin altitude - TRUE

AIRBUS 350 Flight Safety

Minimum turning width w/out margin and on dry runway for 180 turn is: - 52 meters

On your MASK STOWAGE BOX, you press and hold the PRESS TO TEST AND RESET pb. The oxygenflow indicator turns and stays yellow. It means: - The test is not OK.

The cockpit door is locked automatically: - When the cockpit door locking system is powered.

To exit the cockpit, the flight crew members must use: - The door handle
The external communication includes: - 3 VHF, 2 HF, 1 Satcom

The flight crew uses one of the Radio Management Panel (RMP) to control the communication system. - True

To make an announcement to the passenger, on the RMP: You maintain the PA transmission key during all the announcements.

The maximum passenger capacity if the A350-900 is - 440 passengers

To communicate from the cockpit with a ground crew located near the left engine. - You use the CAB transmission key on the RMP.

To request access to the cockpit, the crew members must use: - The cockpit door keypad

- When the cabin altitude is above 13,800 ft, the containers of the fixed oxygen system for cabin automatically open. - True

When the three RMPs have failed. Can you access the RMP back-up page on the MFD? - False

You are in the cockpit and you want to call the ground crew located near the nose landing gear. Which button do you press on the CALLS panel? - MECH CALL pb

You are in flight. Due to a cabin depressurization, the oxygen masks have been automatically deployed. Select the correct OXYGEN PANEL: - MASK MAN ON guarded auto; PAX indicator light “SYS ON” illuminates; CREW SUPPLY push button off light not illuminated

NOTE: To Whoever adds, please add alphabetically so it's easier to look for and add to

Questions are mostly arranged by topic and then alphabetically

Make sure to set to editing mode (top right corner, select the pencil and choose editing)

AIRBUS 320 Flight Safety

At the gate, a red light flashes under the door window when: - engines are stopped, slide is disarmed and cabin is pressurized

Can you select VOR 2 frequency with RMP 1: No

Can you speak on VHF and the PA at th8e same time: - never

Can you obtain an amplitude modulation “AM” greenlight on RMP2 - yes

Can you use service interphone in flight Yes

CKPT OXY becomes amber when system pressure goes below: 300 psi

Cockpit Voice Recorder is energized on ground as soon as electrical network is supplied but only for 5 mins. It starts agian as soon as - a or b

Emergency lighting using the integral batteries will provide lighting for: - 12 minutes

Evacuation command button at the forward flight attendant position: - can only be activated, provided the cockpit switch at the CAPT and PURS position

For communication with ground mechanic at the engine nacelle, the crew must use the following audio system selection: - ATT + CAB

How do you receive ATIS information using the VOR - selecting ON VOICE pb on the ACP and VOR reception knob

How many escape ropes are in the cockpit? 2 escape ropes - 1 over each window, they can be used through the left or right window

How many oxygen overpressure safety systems does the A330 have? Two

If a slide fails to inflate automatically: - b or c (it must be inflated by manual activation; it may be used as a manually held escape slide)

If an emergency access procedure has been initiated by a cabin crew member, the buzzer in the cockpit will sound for: Continuously

If ATC mode selector at auto: selected ATC operates only in flight
If ATC mod selector a

If cabin altitude rises above 14,000FT, Oxygen masks will drop out: - automatically by cabin pressure and/or flight deck action

If in the cockpit the master slector of the EVAC command panel is in “CAPT” position and purser presses his EVAC “COMD” pb, what will happen? - EVAC signals are energized in the cockpit only.

If power to the cockpit door fails: The door unlocks automatically, but remain closed.

In normal operation, RMP1 is dedicated to: VHF1

If RMP 2 fails: All COM systems can be controlled by any other RMP.

If VHF 1 is selected on RMP 2, SEL light illuminates white: on RMP 1 and 2

In the AUTO position, the fasten seat belt sign and the return to your seat sign will illuminate: When the landing gear is extended and then the slats are extended to position 1, 2, 3, or Full.

In the AUTO position, the strobe lights come on: At takeoff (shock absorber not compressed)

Is STBY/NAV tuning possible on RMP-3- NO

Is the alert active when the command pb. on the EVAC purser panel is pressed? - Yes, provided the cockpit EVAC switch in the CAPT and PURS position

On the COCKPIT DOOR panel, if DC BUS 2 fails: No Fault indication appears and the cockpit door locking system is not electrically supplied and is operative.

On ATC contol panel the faullight comes on if - selected transponder fails

REGUL LO PR is displayed in amber on the ECAM DOOR/OXY page if oxygen pressure drops to 50 psi or lower on what? The low pressure circuit

Setting the STORM position on the INT LT panel: Sets the dome lights and main instrument panel lights to their maximum brightness.

Some pushbuttons have two illuminated dots, indicating that the corresponding part of the pushbutton: Is not used

STBY NAV has been selected by the use of NAV key: NAV key has no effect on Radio COM frequency selection

The aircraft is fitted with emergency evacuation slides at: - the 4 entry doors and the overwing exits

The captain may call all cabin attendants at the same time: - True

The CREW SUPPLY switch on the overhead panel controls what? The Supply solenoid valve

The cockpit door: - normally opens into the cockpit but can be forced open in either direction.

The fasten seatbelt sign, no smoking and exit signs illuminate: - the appropriate switches are ON and/or excessive cabin altitude is detected

What happens when the mask is used with the selector at 100% position: - mask is supplied with undiluted oxygen on demand

What is the main purpose of the RMP: - both (choices are 1. To select radio frequencies; 2. To select NAV AIDS when the MCDU has failed; 3. Both)

When opened in an emergency the passenger entry doors: - are pneumatically assisted into the open position

- When the landing gear is retracted after takeoff, the taxi and takeoff lights will: Turn off automaticallyn using OXY Mask or Boom headset, if the INT/RAD key is set to INT. Will the interphone background noise be heard when using the sidestick PTT for radio transmissions? - No

witching panel - the captain uses his acoustic equipment and the 3rd occupant ACP

Where are the cockpit EVAC signals command pb. switches installed? On the overhead panel and the purser station

Where are the EVAC signals located? - In the cockpit and next to forward left and aft left cabin door

With the switch in any position, the exit signs will illuminate in the event of excessive cabin altitude. True

With the switch in the ARM position, emergency lighting is provided when: - AC Bus 1 or DC Shed Essential Bus fails

You want to erase tge CVR recording: - you push the erase pb more than 2 seconds and check that parking brake is ON

You make a STBY\NAV seltion on a ledestal RMP? Can you confirm that selection on MCDU Rad/nav page - no

AIRBUS 330 Flight Safety

A generator once activated will deliver O2 for - 15 mins same distribution to each mask

After activation of the evacuation alert system from the cockpit, the horns: - can be individually canceled from the associated arean

After starting #2 engine you get a master caution and amber L.FWD cabin message on the Upper ECAM: - the L.FWD cabin door is not locked and cabin cannot be pressurized

All the emergency lights in the cabin are automatically controlled from the emergency power supply units - which are distributed in the passenger cabin ceiling

An actuator assembly will pneumatically assist the door to open position: during an emergency opening

P
An escape rope is located; above and aft of both sliding windows

At the gate, a red cabin pressure lights flashes below the door observation window if: - engines are stopped, slide is disarmed and cabin is pressurized

Can the cockpit windows be opened from the outside? No

Can the oxygen flow, once started, be stopped? - NO

Doors and exits are opened: - manually when not armed and pneumatically assisted when armed

If CIDS is lost which of the ff will be inoperative - PA system and the cab/cockpit interphone

If power to the cockpit door fails: The door unlocks automatically, but remain closed.

If RMP1 fails: - VHF1 can be tuned by RMP2 and RMP3

If the crew selects the DOME light brightness switch to STORM position: - dome lights will illuminate at FULL intensity independently of the CTL switch position

In case of emergency, the two sliding windows in the cockpit can be opened from the outside - false

In emergency electrical configuration: only the first officer dome light is available.

It is safe for the ground crew to open the pax door if the red cabin pressure light is illuminated - False

On the ACP1, the VHF 1 annunciator light illuminate green and the INT's MECH light illuminate amber. When the Captain wishes to answer the mechanic's call, he can talk to the mechanics by: - placing the INT/RAD switch in the INT position

On the forward attendant panel PIM , the red CIDS CAUT annunciator illuminates . Identify the correct statement - the ”CAUT” light when the reset in flight comes ON again after landing

Opening door from outside when door is armed: - disarms the arming lever

Prior to closing the door you must: push down the gust lock

RWY TURN OFF lights are located: on the nose po gear and automatically extinguished at gear retraction
See

Should the normal power fails, the batteries (EPSU's) continue to supply emergency light - 12 minute

Shoudld the slide do not inflate automatically: - pull the red manual inflation handle
From
Some pushbuttons have two illuminated dots, indicating that the corresponding part of the pushbutton: Is not used

The additional panels at the door 2L and at door 4L are equipped with: - an EVAC/RESET button only

The arming lever safety pin is installed to: - prevent the lever from being moved to the armed position

The avionics compartment can be accessed from the cockpit - TRUE

The cabin interphone system provides communication: - between the

flight crew and the cabin stations

The cockpit EVAC selector is in the "CAPT" position. The evacuation alert system has to be - there are NO WARNINGS in the cabin, the cockpit is advised by a 3 SECOND BUZZER

The cockpit voice recorder records announcement on the passenger address system provided PA reception knob is selected on - the third occupants ACP

The following ECAM shows that (DOOR/OXY page showing no orange boxes) - all doors are closed and the slides are not armed

The following ECAM shows that (DOOR/OXY page showing 5 orange boxes appropriately labeled with orange texts) - the cargo, bulk cargo and avionic doors are open)u b TV

The evacuation alerts system can be activated: from the cockpit and from the Purser station

The FASTEN SEAT BELTS selector in the cockpit is in the AUTO POSITION, when do the FASTEN SEAT BELTS signs in the cabin illuminate? - when the slats extend

The following ecam shows that: the cargo bulk cargo, left forward cabin and avionics doors are open

The passenger address system allows: - cabin announcements through the passenger and attendant loudspeakers

The pilot makes an interphone call to the cabin. Do cabin attendants need to perform a dial procedure to speak to the pilot? - NO

To ARM doors and exits - remove the safety pin, move lever to armed and close the plastic cover

To disconnect the double lane slide from the aircraft: - lift the flap, then pull the disconnection handle

To enable communication with a mechanic at the number 2 engine during manual start valve operation, the pilot must: - select the CAB transmission key and the reception knob

To erase the CVR tape the aircraft must: - be on the ground and parking brake ON

To extinguish the ATT call light the pilot should: push the reset button

To make a PA announcement the pilot can: - use the cockpit handset on the pedestal

To test the cvr during preflight the pilot should turn on the Cvr with the rcdr gnd ctl pb, push the test button and : check for one green in the LED sequence

To test the oxygen flow of the cockpit mask: - the TEST and RESET button must be pressed then the lO2 blinker blinks once

The cabin emergency lighting system consists of lights - provides continuous lighting in the cabin case of general lighting failure

The passenger O2 units can be opened manually by: answer A & B are correct

What does a blue indication on a cockpit panel pushbutton indicate to the pilots? The system is being used normally but temporarily

What happens when the 100% position is selected on the crew oxygen MASK? - the user breathes pure oxygen

What is the P.A. procedure using a boomset or an oxygen mask? - keep the PA button pressed and talk

What is the P.A. procedure using the cockpit handset? - pick-up the handset, keep the PTT pressed and talk

What is the P.A. procedure using the microphone? - keep the PA pb on the ACP pressed, keep the PTT button pressed and talk

What is the procedure to follow in case of pilot incapacitation? Tighten and lock the shoulder harness, slide the seat rearwards, recline the backrest

When do the eacape slides lighting system illuminates- when the purser selects them from the purser panel

When the landing gear is retracted after takeoff, the taxi and takeoff lights will- stay illuminated until turned off
What will happen if the left forward pax door is opened if the ecam is as follows (all doors closed with door slides armed) - the door will open and the emergency slide will deploy

Which computer allows cabin programming? - PIM

Which lights come on when the EMER EXIT LT push button is pressed? - escape path markings, cabin< emergency lighting and exit signs

Which of the following; P.A. priority levels are correctly ordered? - pre recorded announcement; boarding music

Which passenger signs illuminate when the NO SMOKING selector is put in the ON position? - NO SMOKING and EXIT

With the strobe switch set to AUTO the strobe lights will illuminate: - when the shock absorber is not compressed

AIRBUS 350 Flight Safety

Minimum turning width w/out margin and on dry runway for 180deg turn is - 52 meters

On your MASK STOWAGE BOX, you press and hold the PRESS TO TEST AND RESET pb. the oxygen flow indicator turns and stays yellow. It means: - The test is not OK.

The cockpit door is locked automatically: - When the cockpit door locking system is powered.

The external communication includes: - 3 VHF, 2 HF, 1 Satcom

The flight crew uses one of the Radio Management Panel (RMP) to control the communication system. - True

The maximum passenger capacity if the A350-900 is - 440 passengers

To exit the cockpit, the flight crew members must use: - The door handle

To make an announcement to the passenger, on the RMP: You maintain the PA transmission key during all the announcements.

To communicate from the cockpit with a ground crew located near the left engine. - You use the CAB transmission key on the RMP.

To request access to cockpit, the crew members must use: -The cockpit door keypad

When the cabin altitude is above 13,800 ft, the containers of the fixed oxygen system for cabin automatically open. - True

When the three RMPs have failed. Can you access the RMP back-up page on the MFD? - False

You are in the cockpit and you want to call the ground crew located near the nose landing gear. Which button do you press on the CALLS panel? - MECH CALL pb

You are inflight. Due to a cabin depressurization, the oxygen masks have been automatically deployed. Select the correct oxygen panel. - mask man ON guarded auto, pax indicator light “sys on” illuminates, crew supply push button off light not illuminated

AUPRT - Airbus (iPad-compatible)

A pilot who is aware of the energy and flight path is less likely ____, and therefore more likely to deal with the situation with controlled inputs. - to be startled

A risk exists that pilots, when contronted with a UAS will _____ in the presence of a rapid and unexpected chane in aircraft state.

- revert to previous training in non-similar airplanes

Abnormal Attitude Law is triggered by which of the following conditions: - All of the options

Aircraft stall at high altitude is predicated on _____ limits while aircraft overspeed is predicated on _____ limits.
▪airspeed / mach number

Aircraft wake vortices:
▪ Descend at a rate of 300-500 ft/min for approximately 30 seconds before settling out

Airplane upset recoveries should be flown with: - Autopilot OFF, autothrottle OFF

Alternate Law in pitch maintains the following protection: - Maneuver protection

Boeing fly by wire flight controls will act to provide normal controllability……..

Choose the most appropriate first action when confronted with an undesired aircraft state. – Establish situational awareness and assess the energy state

Clear air turbulence can be encountered at any altitude and is often associated with thunderstorms. – false

Clear air turbulence (CAT) ĥis most prevalent near ____. - jetstreams

Conscious control and manipulation of airspeed, altitude and attitude is known as:
▪Energy Management

Control inputs to counter a developing upset:
▪ must be smooth, positive and proportional.

Fuel being converted to thrust is a form of what type of energy? - ▪Chemical.

Identify the following (Pitch down 15, 320kts increasing) ▪Nose-low, high energy

Identify the following (More than 45 degree bank, Pitch up 25, 147kts decreasing)
▪ Excessive bank angle, nose high

Identify the following (Pitch Up 20, 165 kts decreasing)
▪Approach to stall.

Identify the following (Pitch up 27, 142kts decreasing) - Approach to stall

In a high-rate descent with no side stick input the aircraft will: slightly overshoot VMO/MMO and fly back towards the normal envelope

In Abnormal Attitude Law, the following sub-laws are in effect: - pitch alternate, roll direct

In Normal Law during a bank of greater than 33 deg, if the pilot releases the sidestick: the bank angle will automatically reduce to 33 degrees

In alternate law 2, dutch roll damping: - is available .

In ALT Law 2, roll control ___ Reverts to Direct Law

In Pitch Direct Law: (choose all that apply): a floor function is inoperative, there is a direct stick to elevator relationship

Mode confusion, including unexpected or unannounced mode changes, may lead to stall and possible upset conditions - true

Normal Law provides these flight envelope protections: Load factor limitation, pitch attitude protections, high angle of attack

Pilots must have a fundamental understanding of flight controls and their effect on _____ to avoid upsets: - Flight Dynamic

Pilots must have a fundamental understanding of flight controls and their effect on _____ to avoid upsets :
▪ Flight Envelope

Pitch angle is:
▪The angle between the longitudinal axis of the aircraft and the horizon

Pitch Mechanical Backup is achieved through the: Trimmable Horizontal Stabilizer (THS).

Reconfiguration control laws can take place due to failures of _____. - flight control computers

Similar to a spin, a spiral dive (graveyard spiral) occurs when the aircraft is stalled. -- false

Too much _____ may result in loss of control and structural damage. rudder input

The factors which lead to the largest number of airplane upsets are:
▪ environmental.

The possibility exists that pilots will _____ in the presence of a UAS.
▪ revert to previous training on non-similar types

The presence of mountain wave turbulence is always confirmed by the presence of lenticular cloud: - False

The presence of mountain wave turbulence:
▪ may be accompanied by lenticular cloud

The recommended vertical clearance of dissipating thunderstorm cells is: -- 1,000 feet for every 10 in knots of wind aloft

The use of ___ may be necessary to assist in recovery. - full control deflection

The use of full control deflection maybe necessary to assist recover. TRUE

Training related to upset/or stall should be emphasize_____. Awareness, avoidance

Transport category aircraft are typically limited in cruise altitude by: - Thrust limits.

Turbulence penetration speeds:
▪ are published in AFM limitations

Two factors that can lead to an undesired aircraft states are:
▪An unexpected transition from automatic to manual flight
▪Mode confusion, including unexpected mode changes

When the lift of the wing equals the weight of the aircraft, the load factor is: -- 1 G

When overflying mature or dissipating thunderstorms,the recommended clearance is: 1000feet for every 10kt of wind aloft.

Which law provides emergency control in case of extreme attitude caused by rapid upset? - Abnormal Attitude Law.

Which of the following can be categorized as an airplane upset? Level wings, speed 130 decaying

Which type of energy is directly linked to the production of aerodynamic forces required for flight: - Kinetic Energy

AVSEC (Aviation Security)

A visual cabin search: - is a visual inspection of the passenger seating elements, and the floor area underneath the seats

Agents have an integral role in aviation security - true

Airlines are required to establis
h procedures for - all of the options

Airport service vehicles and their driver and passenger(s) are subject to inspection - True

An able bodied person (ABP) is a passenger that - is willing to do whatever possible to help flight crew to maintain the overall security of the flight

An escorted prisoner: - will be seated in the rear most part of the aircraft.

Any cargo which has not been protected against unauthorized access or tampering will be considered ___ and will be subject jto ____ - unknown cargo/ additional screening

Aviation security begins ___ and extends ___ - on the ground/ throughout the entire flight

Aviation security comprises Attitude, culture, policies,, and procedures

Aviation security is not simply a set of policies and procedures. Instead, it is an attitude and culture - True

Aviation security refers to the methods and techniques used to protect- All options

Chemical or biological substances intended to expose passengers and crew to hazards: All of the options

During a cabin security check, personnel will look for : All the options

Emerging security threats may include - All the options

Flight crew should ensure that crew bags are left unattended: - never.

Flight deck access is _____ whenever the aircraft is in operation. - restricted

If a lavatory compartment seal is missing or has been tampered with: - The compartment must be opened, checked and then re-sealed

In an ongoing attempted hijacking : the flight crew will remain in control of the aircraft secured by the locked, bullet-proof flight deck door

In the event a suspected explosive device is found on an aircraft while airborne: - company specific procedures and checklists must first be consulted.

In the event of a threat to security in flight, the flight crew will be required to communicate with: All of the options

In the event that intercept orders conflict atc instructions, the flight crew should - Verify instructions with ATC, advising of the intercept

Lavatories are checked as part of all cabin security checks - true

Most threats to aviation security share common elements true

Once checked luggage is accepted for travel and screened, it will be under the care of the - airline

Passenger check-in agents have an integral role in aviation security. - True

Pre-departure security checks include - All of the options

The agent at passenger check-in is responsible for - all the options

The body with primary responsibility for the development of international aviation security standards is - ICAO

The cargo handling agent must ensure that the facilities used for the preparation and storage of cargo provides adequate protection against tampering and unauthorized handling after it has been received - true

The final authority for carriage of a special attention deportee passenger rests with the: - Captain

The flight deck inspection is conducted by - The flight crew.

The following parties may handle cargo for air transport - all of the options

The following personnel are required to show their identification to the crew or other company personal prior to boarding the aircraft. - Catering personnel, re-fuelers, mechanics, load agents and groomers.

The goal of aviation security is to prevent unlawful acts which pose a threat to airport, aircraft, passengers and crew - true

The _____must ensure that the facilities used for the preparation and storage of cargo provides adequate protection against tampering and unauthorised handling after it has been received. - handling agent

The trend in the number of unlawful interference acts within the airline industry is: on the decline.

This type of hijacker is considered the most dangerous, works in a group, and may kill be willing to kill or be killed to achieve their goal. - Terrorist

This type of hijacker is out to improve his or her own lot in life. Most often he or she will work alone, and is not willing to be killed in order to achieve his goal - Goal oriented criminal

This type of hijacker’s work alone and his actions will often be spontaneous, violent, and without regard for personal safety and security of others. - Mentally disturbed.

Transshipment cargo may be subject to screening requirements - In most cases arriving by ground transport

Types of individuals who may pose a risk to civil aviation include - All of the options

When can checked-in luggage travel without the associated passenger? - if the luggage and passenger are separated through no fault of the passenger

Which of the following may be classified as “unknown cargo” - All of the options

With respect to aviation security, an unlawful act is: All of the options

With regards to security, the Capt briefing to the crew should include flight deck communications, normal and emergency flight deck access, and the presence of any security officers - true

-Aircraft General-

After what time limit will the flight deck door automatically unlock - 30 sec

At approximately what altitude will the passenger oxygen mask automatically deploy? - 13,500ft cabin altitude

In case of smoke or fumes, how would you select postive pressure in your mask qa - Rotate the PRESS TO TEST switch on the mask to EMERGENCY

In order for the master brightness to have full range of control, the individual panel and display controls with a white dot must be set to OFF - False

Pressurized 100% oxygen is supplied to the mask by: Rotating 100% Emergency switch in a clockwise direction.

What is the length of the airplane from nose to tail of the fuselage? 239 feet 9 inches (73.1 meters)

What is the minimum width of pavement for a 180 degree turn? - 185.5 feet (56.5 meters)

What is the minimum turning radius of the B777-300ER? - 56.5m

- Where are the alternate flap controls located? - Control stand

Where is the service interphone switch located? - Overhead panel

-Air Conditioning-,

At touchdown, what happens to the outflow valves? - both outflow valves open to depressurize the cabin

Normally, cooling air circulation for the forward E&E components and flight deck instrument panels is produced by? - Cooling system supply fans

With both OUTFLOW VALVE switches set to MAN, how are the outflow valves controlled? - By holding the related OUTFLOW VALVE MANUAL switch to OPEN or CLOSE

With the destination airport elevation o f 8,300ft above sea level, what happens to the pressurization after takeoff? - Cabin altitude climbs to and maintains 8,000ft in cruise and will start climbing to destination elevation when appropriate.

When does the cabin begin to pressurize? - When both engines are running and thrust levers are advanced during takeoff

When does the ground crew call horn sound - When cooling of E & E equipment is inoperative

Where does the cabin altitude controller obtain flight plan data profile information - From the FMC

With the destination airport elevation of 8,300 ft above sea level, what happens to the pressurization after takeoff - Cabin altitude climbs to and maintains 8,000 ft in cruise and will start climbing to the destination elevation when appropriate

Why minimize the low altitude flight time for EQUIP COOLING OVRD message - Equipment/displays could fail

-Air Systems-

A bleed air duct leak is automatically detected by the system but the pilots must select the valve switches to isolate the leak - False

How many sources of bleed air are there - 3

On the ground, APU running and supplying bleed air, with engines shutdown, the left engine bleed valve switch is pushed in. The switch light indicates the white 'ON' on the top and the amber 'OFF' on the bottom. Why is this - This is a normal indication. The valve is selected ON, but cannot open until the engine is started and bleed air is available

The engine bleed valve switches are - ON/OFF type switches, the amber OFF indicating valve position closed

The ISLN valve switches are 'AUTO/CLOSED' type switches. If the switch is pushed in, with the white AUTO light on and the CLOSED light on, the amber 'CLOSED' - Indicate that the valve is commanded open by the ASCPC, but has failed closed

With both OUTFLOW VALVE switches set to MAN, how are the outflow valves controlled - By holding the related OUTFLOW VALVE MANUAL switch to OPEN or CLOSE

-APU-

APU bleed air has priority over electrical power - False

APU bleed air is available - At or below 22,000ft

APU SHUTDOWN is a(n) ____ message: advisory

- ☐ During start, the EICAS message APU SHUTDOWN yun indicates - The start has failed and the APU has been shutdown automatically

In the attended mode, which of the following faults causes the APU to shutdown automatically - Overspeed

The APU FAULT light is illuminated for - All of the options

-Autoflight-

_____ TO/GA switches must be pushed to engage the Autothrottle. - One or both

Autothrottle disconnect occurs automatically - All of the options

For an autoland, rollout guidance continues until? - The Autopilots are disengaged.

If armed, VNAV engages at? - 400ft above runway elevation

If the thrust levers are manually positioned during normal operations with the Autothrottle active, the Autothrottle system will reposition them when released - True

In order to use Autothrottles on takeoff - The speed must be less than 50 kt

On approach with the Autothrottle engaged, the speed is usually set to ___ which provides sufficient wind and gust speed protection - VREF + 5kt

On the PFD, the attention is drawn to a newly engaged mode by - Surrounding the new mode with a green box for 10 sec

Pushing the APP switch when preparing for a precision approach - Arms the localizer for a the roll mode and the glideslope for the pitch mode

The EICAS caution message and aural alert will sound if an Autothrottle disconnect occurs because of reverse thrust - False

The EICAS caution message AUTOTHROTTLE DISC is displayed and an aural alert sounds when the Autothrottle is manually or automatically disconnected - True

The localizer cannot be captured when the intercept angle exceeds ____ degrees. - 120

The master caution lights and EICAS message AUTOTHROTTLE DISC are reset by - Pushing the Autothrottle disconnect switch

The thrust reduction point is entered as: An altitude or a flap position.

Which of the following is a valid Autothro
ttle FMA Mode - SPD

What is the normal way to disengage the Autopilot? - Pressing either control wheel disconnect switch

An amber line is drawn through a specific mode: - When the mode has become degraded

You are in a turn to a heading of 100. Air Traffic Control asks you to roll out on your present heading. Which switch should be selected? - Hold switch

On the FMA, which lateral and vertical mode is engaged? - LNAV VNAV

-Communications-

A successful test of the CVR is indicated by : The STATUS light illuminating for 1 sec then extinguishing.

An EICAS message that is produced with a white bullet symbol, signifies? - That the visual alert is a communication message.

Certain aircraft have a CVR with a pointer needle. A successful test of these CVR's is indicated by? - The pointer needle rising into the green bandband6.

If HF 1 is receiving a SELCAL: The ACP must be checked to see which HF is being called. There is an aural tone and an EICAS message.

If the AM switch is OFF: The HF's will operate in USB mode.

SATCOM calls are: Selected with ACP and the CDU.

The Audio Control Panel:? - Allows you to receive as many radios as you like, but only transmit on one.

The cabin interphone system is used for communication between - Cabin crew to cabin crew and cabin crew to pilots

The handset is used for - Only the cabin interphone system and the PA system

The interphone system consists of - The flight interphone, PA, service interphone and cabin interphone

The MIC switch on the glareshield may: - Be selehicted to mic

The 'Push to Talk' switch on the handset is used - Only to make PAs

The right VHF is normally tuned by the right RTP. If another RTP is used to tune it - Both B and C are correct

The transmit switch for VHF R is selected to MIC. To receive on VHF R - Nothing needs to be selected to be done, as reception is automatically turned on when the transmit switch is selected

To erase the CVR, the: Aircraft must be on ground and the parking brake set.

To identify a navigation radio simultaneously by voice and range - The filter switch must be selected to B

To make a frequency active - Dial it in the standby window with the rotary knob, then use the transfer switch to make it active

When 3 dots follow a CDU menu selection, it means? - that a further submenu exists below that selection

When DATA is displayed in the active window: only data functions may be used on that radio

When the ACP switch is selected to MIC - Only the radio or system that corresponds to the transmission switch selection is able to transmit

When the MIC/INT switch is selected to INT - You may transmit directly to the flight interphone system, regardless which transmission is selected on the ACP

-Electrical-

After arriving at the gate, with Primary External Power AVAIL, selecting the PRI EXT PWR ON will? - Power L and R MAIN AC busses.

At the gate with PRI EXT PWR ON, you start the APU. After the start is complete - After automatic switching, the APU will power the L MAIN AC bus

The C2 TRU powers: The First Officer’s flight instrument bus.

When required, the Left Backup Power Generator will energize the Left Transfer Bus and the Right Backup Power Generator will power the Right Transfer Bus. - False

When only one main generator or external power source is available, ELMS will? - Give an indication on the electric synoptic of load shed

With both PRI and SEC EXT PWR ON,? - The SEC EXT PWR powers the L MAIN AC BUS.

What would cause this indication during flight, without crew action? -High temperature in the Left IDG

-Engines-

Approach idle: Decreases the acceleration time in the event of a go-around.

Choose the correct statement with reference to the thrust reverser system: - Each engine has a hydraulically actuated fan air thrust reverser

During a manual start, the pilot assumes control of the EEC duties. - True

During an engine battery start, bleed air is available to start both engines - False

During pre-flight, on what page is TO B selected - CDU THRUST LIMIT page

During pre-flight, what is the normal position of the EEC switches? - C

"ENG REVERSER L" is displayed when: On the ground, a reverser system has been found.

For in-flight starts, the Autostart will make how many start attempts before aborting? - Continuous

How is engine oil pressurized: By the engine-driven pump.

How is a soft alternate mode reversion selected? Automatically

In the CUTOFF position, fuel is prevented from entering the system by the spar valve and: - The engine fuel valve.

In the normal mode, the EEC controls: N1 based on thrust lever position.

On the EICAS engine display, what would the main difference be between engine indications during an engine intermix? - The EGT amber bands may be different.

The airborne vibration monitoring system monitors engine vibration levels from: N1 and N2 rotors

The ENGINE and FUEL CONTROL panels shown here are properly configured for normal engine start. - True

The fuel temperature must not be lower than what temperature for takeoff - -40C

The green REV indicates: - The reverser is fully deployed

The main difference on the primary engine indicators is? - N3 indicators

To initiate the autostart sequence: - The START/IGNITION selector is rotated to START

What does the EICAS message 'ENG EEC MODE R' represent - A reversion has occurred

What does “ENG AUTOSTART OFF” represent on the EICAS? - The autostart switch has been selected OFF.

What does "ENG RPM LIMITED L" represent? -Overspeed protection is provided by the EEC

What does the EICAS “ENG OIL FILTER” mean? - The oil filter is clogged and a bypass has occurred.

What does the EEC mode of the right engine represent - Hard alternate mode (Right EEC has ALTN and NORM not shown)

What is the minimum duct pressure required for the engine crossbleed start. - 25psi

What is the minimum pneumatic duct pressure required for an APU ground pneumatic start - 15 psi

What is the source of the vibration on the left engine? - N2

What will happen if the engine vibe reaches the white limit line? - The engine vibe display will change to black numbering on a white background

When is the EICAS message “ENG CONTROL L or R” displayed? - On the ground if a fault is detected in the affected engine control system.

When is the EICAS message "ENG FAIL L or R" displayed - If the engine speed is below idle

When is the EICAS message 'ENG REVERSER L or R' displayed - When a fault is detected in the affected reverser system

When only one main generator or external power source us available, ELMS will - Give an indication on the electrical synoptic of load shed

When the reverse thrust levers are pulled aft to the interlock position after landing: the auto throttle will disengage and the auto SPEEDBRAKES will deploy

When required, the Left Backup Power Generator will energize Left Transfer Bus and the Right Backup Power Generator will power the Right Transfer Bus - False

When will the amber caution ‘ENG AUTOSTART L or R’ be displayed - When during a manual start, the FUEL CONTROL switch is set to RUN at a low engine RPM

When would the EICAS indication 'ENG THRUST L or R' be displayed - The engine is not producing the commanded thrust and the airspeed is at V1 -6 or greater

Where is the fuel flow measured? - After it passes through the engine fuel valve.

Which CM selects start on the ENGINE START SELECTOR during a normal engine start - CM2

With both PRI and SEC EXT PWR ON - The SEC EXT PWR powers the L MAIN AC BUS

With the AUTOSTART ON, what controls the ignitors? - EEC

-Fire Protection-

Fire detection and extinguishing systems are provided for the: ▪Cargo compartments.

If a fault is detected in one engine nacelle detector loop.
▪ The system automatically switches to single loop operation

If an engine overheat is detected:
▪The EICAS caution message OVERHEAT ENG(L or R) is displayed

If the engine fire switch remains locked after a fire is detected. What action is required?
▪Push the override switch and simultaneously pull the fire switch.

In flight, when you see these indications. What happens when the CARGO FIRE DISCH switch is pushed?
▪Two extinguisher bottles are immediately discharged into the aft compartment

On the ground, when you see this indications. What happens when the CARGO FIRE DISCH switch is pushed?
▪ Two extinguisher bottles are immediately discharged into the aft compartment.

The main wheel well has fire detection only.
▪True

The main wheel wells:
▪Do not have a fire extinguishing system.

This message appears after engine start. It indicates which of the following?
▪ The APU fire detection system is no longer available.

This message in flight indicates:
▪Smoke has been detected in the door 5 upper crew rest compartment

When the airplane is on the ground with both engines shutdown, an APU fire
▪Causes the APU to automatically shutdown and the fire bottle to automatically discharge

When the FIRE/OVHT TEST switch is pushed in and held, the following message appears on EICAS.
▪FIRE TEST IN PROG

When smoke is detected in a lavatory.
▪ An aural alert sounds in the lavatory compartment, a light illuminates outside the lavatory and the EICAS advisory message SMOKE LAVATORY is displayed.

With both engine detector loops working, a fire signal on a single detector loop
▪ Does not result in any indication.

Boeing ASRT Course

—Flight Controls—

After setting the computed stabilizer trim setting in the STAB position indicator, EICAS displays advisory message: STAB GREENBAND. What does this mean? - Both A and B are correct

Aileron trim is possible with the autopilot engaged - False

Auto speedbrakes are also available in the secondary mode and direct modes - False

In the secondary mode, yaw damping: is normally degraded, but may be inoperative for certain multiple failures.
U
In direct mode, which of the following components of the primary flight control system are not operating? - Primary flight computers (PFCs)

Normally, the flap and slat position indication on the EICAS
- Is not displayed until slats begin to extend.

PFC Tail Strike protection is provided for the B777-300 - False

Primary mode operation of the flaps and slats uses the
- Center hydraulic system

Rudder trim indication is displayed in: Units

Spoilers 5 and 10 are only available during low speed operation- True

The EICAS message FLAPS DRIVE indicates - Flap asymmetry detected

The Primary Flight Computers (PFCs) receive inputs from which of the following - Both B and C are correct

To ensure a high level of system reliability, The flight control power supply assemblies also have multiple DC power sources- TRUE

What does stall warning consist of
- Stick shaker but NO warning horn.

What does the EICAS message FLIGHT CONTROL MODE indicate?
-Flight control system is operating in SECONDARY MODE.

What EICAS message appears when the flight control mode automatically reverts to DIRECT mode?
- PRI FLIGHT COMPUTERS

When a caution message announces two system failures, which of the following is NOT a common item
- Alternate gear lowering required

When the alternate flaps selector is used to extend slats and flaps, they are limited to
- Slats mid-range, flaps 20.

Which are the stall protection features - Both A (cannot be trimmed) and C (autothrottle advances) are correct

Which of the following are the takeoff flap setting
- 5, 15, and 20.

Which of the following components are parts of the B777 flight control system - Both A (primary flight computers) and C (actuator control electronics) are correct

Which of the following is NOT a primary flight control system operating mode? -Emergency mode

Which statement concerning Thrust Asymmetry Compensation (TAC) is NOT correct
- TAC provides no pilot indication

Which statement is not correct concerning slat and flaps operation in secondary mode?- The alternate flap switch is used

Which statement is true concerning the ailerons - they are active during low speed flight only

Which statement is true about stabilizer trim
- The alternate pitch trim levers always move the stabilizer directly.

With both STAB switches in CUTOUT, EICAS displays

- STABILIZER CUTOUT

-Flight Instruments-

EFB applications available for selection appear…
- with white text and a grey background.

Heading is referenced to true north - All of the options (True, 82N, magnetic poles)

Identify the correct statement - The electronic checklist contains both open and closed looped items; closed loop items are automatically sensed.

Identify the correct statement regarding conditional items: conditional line items can be closed or open looP and cannot be overridden.

If an ND is displayed on one inboard display unit and on the lower display unit, which pilot controls the center display? - The pilot who does not have an ND on their inboard display unit

In order to complete a 180deg turn, the 8-777 ER/ULR requires a minimum pavement width of - 56.1m

Operetion of the camera lights is accomplished: when the nose landing gears is down and locked, the BEACON switch is on and the CAMERA LT switch is on.

MFDs are capable of displaying which information? - All of the options.

Select the correct statement
- Selecting the RESET NON-NORMAL key resets all non-normal checklists and prompts the crew to re-accomplish all previously completed annunciated checklists

Selecting the standard barometric setting is accomplished
- By pushing the STD switch

The CCDs are used to interface with the following systems - Communications, Electronic Checklist, and Electronic Flight Bag

The clock’s UTC function is updated - Automatically by AIMS

The lower center MFD is in use. Cursor Control Device display priority is determined by
- The last pilot making the selection

The Navigation Display is presented “heading up” in which modes:
MAP, VOR, APP.
- All of the options

The pilot selects an EFB application using the: - All of the answers.

The PFD automatically appears on inboard display unit?
- When the outboard display unit fails, regardless of the inboard display selector sw position..

The pilot select an EFB application using the: All of the answers

The right inboard display unit is displaying the flight control system. Pushing the FCTL switch
- Displays the ND

Vertical speed is digitally displayed when vertical speed is greater than:
- 400ft/min

What happens if the ADIRU switch is left ON and the primary power is removed from the airplane and the BATTERY switch is turned off?
-The ON BAT illuminated and the ground crew call horn sounds.

Which of the following are data sources for the ADIRU?
-Air data modules, AOA sensors and TAT Probe

Which statement about the ADIRU is correct?
-If the ADIRU fails, the PFDs will blank.

When both AIR DATA/ATT source switches are in the ALTN position which EICAS appears - ALTN ATTITUDE

When the ISFD first receives power, the initialization takes - 90 sec

When the ND is in Plan Mode, what is the display orientation?
-The top of the display represents True North.

When will the TRUE light illuminate in the heading reference (HDG REF) switch?
-Whenever the HDG REF switch is selected to the TRUE Position.

Which statement regarding automatic checklist resets is correct ?
- Performing a TOUCH-AND-GO or selecting TO/GA during a GO-AROUND resets the normal checklists commencing with the AFTER TAKEOFF checklist

Which statement about the EFIS control panel Map switches is true?
-WXR and TERR can not be displayed simultaneously on a single ND.

Which statement regarding failure flags is correct - A failure flag can indicate either a data source failure or invalid data

Which statement regarding failure flags is correct (possible wrong question) - Control of the Display Select Panel and the EFIS control panel through the CDU is available at all times but its use is usually limited to non-normal operations

Which statement regarding the Pitch Limit Indicator is correct - All of the options (stick shaker, flaps are not up, low airspeeds)

Which statement regarding the SAARU is correct? -
ALL of the options are correct.

Which of the following statements about the FMC fuel monitoring is not correct?
-The FMC uses calculated values for performance.

With the Captain’s AIR DATA/ ATT switch in ALTN, which statement is correct? - SAARU now supplies air data and attitude to the Captain’s PFD and ND

Vertical speed is digitally displayed when vertical speed is greater than - 400 ft/min

-Flight Management-

After failure of the inertial reference portion of the ADIRU, the autobrakes: -Are inoperative.

After FMC restart following a power interruption, the route previously in use - Is available but must be reactivated

Airport gate entry on the pos init page is mandatory - false

Appearance of the MENU page and the scratchpad message TIMEOUT RESELECT indicates - The FMC is no longer connected to the CDU

Concerning ADIRU, which is correct?
Initial power-up requires battery bus power and the ADIRU switch to be on

Decoded morse code identifiers displayed on the ND and PFD are shown only after comparison to the FMC database: False

Decoded morse code identifiers displayed on the ND and PFD are shown only after comparison to FMC data base. - False

ECON SPD is based on
- Cost index

Exit from holding may be accomplished by - all of the options

- For OFFPATH DES: The clean circle is always displayed when DISPLAY is ON

Gross Weight - Is automatically calulated and displayed after entry of the ZFW

In alternate navigation - Route changes are made on the ALTERNATE NAVIGATION LEGS page in almost the same manner as normal operations

In alternate navigation, VNAV is NOT available - True

In descent, with several altitude constraints set, pushing the ALTITUDE selector with the window set below the lowest constraint - Deletes one constraint with each push

Manual entry is permitted on the TAKEOFF REF page for the Thrust Reduction point - True

Manual ILS tuning is accomplished on the ____ page.- Nav Radio

New Waypoints:
- Can be added to the route at any point

On the ND, this indicates: An activated, but not executed route.

Pushing a TOGA switch for takeoff: - Has no effect on FMC position with GPS NAV ON.

Selection of ENG OUT > May be accomplished on the ALTN page in conjunction with a diversion modification.True

Selection and execution of ENG OUT above the engine out mximum altitude displays the: ACT EO D/D PAGE

Selection of ENG OUT> may be accomplished on the ALTN page in conjunction with a diversion modification - True

Selecting OFF on the VOR/DME NAV line does not inhibit DME-DME position updating. -TRUE

The approach phase starts when: Flaps are out of up

The CDU message NOT IN DATA BASE indicates
- A manually entered waypoint identifier is not kept in the data base

The CDU POS INIT page SET HDG prompt - Is used to periodically set the SAARU heading to the standby compass magnetic heading

The CDU scratchpad message UNABLE NEXT ALTITUDE: - Displays when the climb speed profile causes an anticipated violation of a waypoint altitude constraint.

The Descend Now (DES NOW) prompt is found on the ___ page
- DES
The FMC is certified for area navigation when use with navigation radio and/ or GPS updating.
- True.

The FMS CDU message UNABLE NEXT ALTITTUDE means: - The FMC predicts the airplane will not reach an altitude constraint.

The scratchpad message ENTER INERTIAL POSITION - Indicates entry is required as the ADIRU has completed initial alignment.

VOR manual tuning and a course entry may be accomplished simultaneously. - True

Waypoints moved from one position in the Flight Plan to another cause route discontinuities
- False

Weather Radar Returns displays on the ND in the: - VOR Mode

What is one proper entry format for 9993? (transition altitude 18,000 ft): 09993.

When airborne, alternate airports display the identifier of the four alternate airports in ____ order. ETA

When armed before takeoff, VNAV activates at:
- 400 ft.

When a runway change is entered on the active RTE page, the TAKEOFF REF and DEPARTURES pages must be modified to agree - True

Which of the following is not a valid cruise Page Title? RTA ECON CRZ

Which of the following is not a valid DES page title - ECON 250KT

Which of the following is not required preflight data? Alternate airport

Which of the following is not used for POS INIT page inertial position entry - PRES POS

Which statement concerning GPS is true: all GPS tuning is automatic

Which of the following is not a valid Cruise Page Title? - RTE ECON CRZ.

Which of the following is not a cruise speed option? - ATC Uploaded Speed

Which of the following is true, concerning route offsets?
- After execution, the offset route appears as a dashed magenta line.

Which of the following statements about the FMC on approach logic is not correct? - A glide path angle must be included in the approach and displayed on the legs page.

You are level cruise at FL350, 150nm from T/D. ATC clears you to FL290. You: Set 29,000 on the MCP and push the selector

You are 150 nm from EDDF en route to EGKK and must return to your departure airport immediately. You - May immediately select DEP ARR on the cdu

You are level in cruise at FL350, 150nm from T/D. ATC clears you to FL290. You- Set 29,000 on the MCP and push the selector.

–FUEL–

During flight, these indications appear. You should (CTR PRESS light on both L and R)
- Turn off the center tank fuel pumps

During pre-flight you note these indications. Are these indications correct if the APU is running (L FWD PUMP has no PRESS light)
- Yes. The left forwards PRESS light is extinguished indicating that the APU is on and using the pump

Fuel collected in the surge tank drains where
- Main tanks

If a fuel crossfeed valve failed in the closed position, fuel crossfeeding is available with - One crossfeed valve

On the ground with only one AC power source available, how man is y center tanks fuel pumps operates? - Only one pump operates.

What supplies fuel to the APU prior to establishing AC power.
- The left main tank has a DC fuel pump to operate the APU

When the FUEL JETTISON ARM switch is selected to ARMED, the TO REMAIN quantity replaces what fuel indication on the EICAS display
- FUEL TEMP

Which fuel pumps are used for fuel jettison?
-Left and right main tank jettison pumps and the center tank jettison/override pumps.

–HYDRAULICS-

Identify the correct statement or statements - all of the above (c1 pump operating, low system or primary pump, logic anticipates)

In addition to powering some of the flight controls, the center hydraulic system powers several other important aircraft components. To accomplish this, t he center hydraulic system employs
- Two electrically driven and two bleed air driven pumps

In addition to powering the flight controls, the hydraulic system also powers:
The thrust reversers and flaps.
The landing gear actuation.
The steering and brakes.
- All of the above

The left and right hydraulic systems are constructed identical, The primary pump is.
- Engine driven

The function of the left and right demand pumps is
- To provide system pressure in the event of a primary pump failure and augment during times of high system loads

The RAM Air Turbine
Deploys when all three system pressures are low.
Deploys if both engines have failed and center system pressure is low
Deploys when both AC transfer busses are unpowered
- All of the options

In flight, what condition does not cause the RAT to deploy automatically?
-All center hydraulic sys primary and demand pumps fail.

During Center Hydraulic system Non-Normal operation, which of the following statements is correct when center system quantity is sensed to be low and airspeed is greater than 60 knots?
-Nose gear actuation and steering are not isolated.

The airplane has 3 independent hydraulic systems, which of the following airplane systems is not powered by at least one of those hydraulic systems?
-Hydraulic reservoir pressurization

The RAM air turbine provides power to which hydraulic components
- Center system primary flight controls

When low primary pump pressure is sensed, which of the following occurs?
An EICAS message is generated
A FAULT light illuminates in the switch.
The associated demand pump begins to operate if its selector is in auto.
- All of the options

When a pump overheat condition is sensed, which of the following occurs?
An EICAS message is generated
A FAULT light illuminates in the associated switch
On the hydraulic synoptic, an amber OVHT appears adjacent to the affected pump.
- All of the options

With both isolation valves closed, which pump and component remain operational - The C1 primary pump and the alternate/reserve brakes

With the selectors in AUTO, both center demand pumps operate - When the landing gear is retracted

What happens if both C1 and C2 DEMAND pump selectors are positioned to ON?
-Only the C1 DEMAND pump will operate.

ICE AND RAIN -

Automatic ice detection sends signals to de-ice:
- The engines in flight / the wings in flight

Bleed air is used to provide anti-ice protection to:
- 3 mid wing leading edge slats and the engine cowl

Regarding engine anti-ice:
- Engine anti-ice is operated in AUTO on the ground and in flight. If it is needed on the ground, it must be manually selected to ON

Which windows have a backup power source for anti fog protection
- Only the two front windows

Which statement about anti-ice systems is not correct?
-The total air temperature probe is aspirated inflight by bleed air for anti-ice protection.

–Landing Gear

A white crosshatched gear door status indication on the landing gear synoptic display indicates- associated gear door is not closed

Autobrakes command constant brake pressure throughout the aircraft deceleration. - FALSE

Autobrakes will disarm on landing if the following occurs: Pedal braking is applied. Speed brake lever is moved to the down decent. Disarm or off is selected on the autobrake selector.
- All of the above

Brake temperature can be viewed on the gear synoptic display for all fourteen wheels.
- False

Brake temperature can be viewed on the gear synoptic display for all fourteen wheel - True

Depressing the brake pedals and pulling the parking brake lever we up - Mechanically latches the pedals in the depressed position

How are the landing gears moved to the down and locked position - The gears free fall to down and locked position

How does the alternate landing system extend the gear? A DC powered electric hydraulic pump in the Center hydraulic system

How are the landing gears moved to the down and locked position?
- The gears free fall to the down and locked position

How does the alternate landing gear system extended the gear- A DC powered electric hydraulic pump in the Center Hydrualic system

If the landing gear lever will not move to UP after takeoff: - The landing gear lever LOCK OVRD switch must be held in while the gear is selected UP.

If the side and drag brace on the same main gear are not locked, the EICAS caution message “MAIN GEAR BRACE L” or “MAIN GEAR BRACE R” will be displayed.
- False

If the main gear aft axles are not centered when commanded to, The EICAS message CONFIG GEAR STEERING will be displayed.
- FALSE

If the side and drag brace on the same main gear are not locked, the EICAS caution message, “MAIN GEAR BRACE L” AND “MAIN GEAR BRACE R” will be displayed - False

Landing gear lever position has no effect on alternate gear system extension of landing gear - True

Main gear aft axle steering automatically operates when the nose gear steering angle exceeds 13 deg
- True

Normal brake temperature value range is - Both a and b (0 to 3 and 3 to 4.9)

Nose wheel steering is controlled primarily through - Inputs on either the Captain’s or First Officer’s steering tillers

On landing roll, manual braking is applied and the EICAS advisory message AUTOBRAKE is displayed. This is a normal indication - TRUE

On the ground, steering is controlled by
- Primarily through the steering tillers as well as through the rudder pedals

On the B777-300ER the main gear truck is positioned to the LOCKED position for landing. - FALSE

Power for nose wheel and main gear aft axle steering is supplied from the: Center hydraulic system

RTO autobrakes will slow the aircraft if a take off is rejected at 80 kt - false

The air / ground sensing system receives weight-on-wheels information from what source. - Load sensors on the main landing gear beams.

The landing gears are held in the up position by - Uplocks

The EICAS message GEAR DOOR indicates
- That at least one gear door did not close

The normal brakes hydraulic system is powered by the: - Right Hydraulic System

The reserve braking system uses isolated fluid in the center system reservoir. - TRUE

The tail skid prevents tail strikes on 300 series Boeing 777 aircraft- false

There are three wheels on each main gear truck- False

The tail skid prevents tail strikes on 300 Series Boeing 777 aircraft - false

Touchdown/hydroplane protection utilizes - Airplane inertial ground speed

With the loss of the Right Hydraulic System, braking is provided via the brake accumulator
- False

What is the maximum landing gear operating speed: - 270K - .82M

You can electrically release the landing gear lever lock with the LOCK OVRD switch.
- False

–Warning Systems–

A GPWS immediate windshear alert inhibits all _____ alerts - All of the options (PWS, TCAS, other)

Communication alerts are cancelled by pushing the CANC/RCL sw: - False

Communicati4on alerts are cancelled by pushing the CANC/RCL switch. - False

Estimated time to impact is based on - Barometric Altitude

GPWS alerts are provided for
- All of the options (windshear, altitude loss, terrain closing rate)

If the master WARNING lights illuminate and the fire bell sounds before reaching V1, they continue to be illuminated and sound when V1 is exceeded - True

MCP selected altitude alerts are inhibited - When landing flaps are selected and the landing gear is down and locked

On approach, TCAS DESCEND RAs are inhibited until approximately ____ ft Radio Altitude - 1,100

On landing, new PWS warning alerts are inhibited below ____ ft Radio Altitude
- 50ft

Terrain and weather radar may be simultaneously displayed on an ND
- False

Terrain and weather radar may be simultaneously displayed on an ND. - False

The EICAS message ENG SHUTDOWN L is accompanied by
- No aural

The EICAS message [ ] TERR POS indicates - All of the options (position data, look ahead, proximity alerts)

The takeoff CONFIG message remains displayed ____ after thrust is reduced
- for 10 sec

The voice annunciation WINDSHEAR, WINDSHEAR, WINDSHEAR indicates: GPWS has detected Windshear

The takeoff CONFIG message remains displayed _____ after thrust is reduced: for 10 sec

The weather radar provides windshear alerts for all types of windshear - False

There is a non-normal procedure for each EICAS ____ message. - alert

What is represented by the color magenta in weather radar returns?
-Turbulence with precipitation.

What does the CHKL OVRD key do when selected?
- Overrides the displayed checklist and displays the next checklist to be overridden.

When an Inboard display selector is in the EICAS position, which switches on the Display Select Panel affect that inboard display?
-All display switches are inoperative except ENG, FUEL, and AIR.

When both NDs are in MAP, CTR, VOR, or APP mode and new PWS alert occurs, WXR must be selected manually for both NDs. - False.

When an OBSTACLE alert occurs while a TERRAIN alert message is displayed,the OBSTACLE alert message
- Replaces the TERRAIN alert message

When both NDs are in MAP, MAP CTR, VOR, or APP mode and new PWS aler
t occur, WXR must be selected manually for both NDs. - False

When the MONITOR RADAR DISPLAY audio sounds
- An amber WINDSHEAR message appears on both NDs

When is the landing altitude flag (LDG ALT) removed during preflight?
-After the original airfield is entered on CDU route page

Which statement about the non-normal checklist queue is true?
-The checklist queue allows you to select and display the checklist corresponding to the title.

Which statement concerning the Predictive Windshear Alert System (PSWS) alert MONITOR RADAR DISPLAYS is correct?
-Windshear is predicted within 3 miles ahead of the airplane during takeoff or approach below 1,200ft.

With gear up and flaps in the landing position, the CONFIG GEAR siren cannot be silenced by pushing a master WARNING/CAUTION reset switech
- True

____ EICAS alert messages cannot be cancelled by pushing the CANC/RCL switch
- Red.

CFIT

A ___ approach is one that is made in blowing snow, or over an unbroken snow-covered ground, blending in with a white uniform overcast sky - whiteout

A ‘black hole approach’ illusion can occur during approach at night over water or unlit terrain to a lighted runway - True(MSAWS)

A narrow runway may give the illusion of the aircraft being at a higher altitude than it actually is - True

A non-precision approach that contains one or more level-off points could contribute to a destabilized approach and loss of situational awareness - True

A QFE altimeter setting indicates: - height above field elevation.

A runway that slopes upward can create the illusion that the aircraft is at a ___ altitude than it actually is - higher

A ___ approach is one that is made in blowing snow, or over an unbroken snow-covered ground, blending in with a white uniform overcast sky. - whiteout

Altimeter settings may be expressed in - All of the options

An accurate perception by the flight crew of the factors and conditions currently affecting the safe operation of the flight is defined as ____ - situational awareness

Below what temperature must the flight crew ensure that altitudes published on terminal and approach charts are amended using cold weather operation procedures? (Choose all applicable options). - 0°C (only one answer can be selected)

Controlled Flight Into Terrain (CFIT) is defined as a collision whereby an airworthy aircraft, under control of the flight crew, is inadvertently flown into terrain, an obstacle, or water - True.

Crew Resource Management () is the effective use of all available resources to aircrew to ensure the safe and efficient operation of the aircraft, reducing errors and effects of errors - True

During daylight operations, rain ___ the intensity of the approach lighting system, making the runway appear farther than it actually is. - diminishes

During operations over water, the absence of ground features can create the illusion that the aircraft is ___ than it actually is. - higher

Effective use of Autoflight Systems can help to reduce the risk of a CFIT accident - True.

Enhanced Ground Proximity Warning Systems (EGPWS) use ___ to monitor terrain along the projected flight path. - All of the options

EGPWS have ___[6]3 fatalities for all aviation accidents. - True

EGPWS have _____ different alert modes. 7

From 2008 to 2017, CFIT accidents caused the second highest number of fatalities for all aviation accidents - True

Failure of a pilot to confirm specific FMS selections with the rest of the flight crew is an example of - Crew Resource Management ()

Flying in haze or shallow fog can give the illusion that the runway is ___ than it actually is. - farther away

Most CFIT related accidents have occurred during the ___ phase - approach

Pilots should not delay reacting to GPWS terrain warnings no matter what the visual indications may bemk - True

The EGPWS warning is normally the flight crew's last opportunity to avoid a CFIT accident. - True.

The importance of obtaining a full pre-flight dispatch briefing improves _____ durig flight. - situational awareness

The majority of aviation accidents occur during the following phase of flight: - approach and landing.

The Minimum Safe Altitude Warning System (

AIRBUS 330 Flight Safety
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AIRBUS 350 Flight Safety
AUPRT - Airbus (iPad-compatible)
AVSEC (Aviation Security)
● CPDLC / ADS OPS
● COLD WEATHER OPERATIONS / ICING
● CONTAMINATED RUNWAYS
● CRM
Data Privacy Act
A secured internet site has the following feature? - https://
How can you make your password strong - Use a combination of capitalization, numbers, and symbols in your password
If the offender is a corporation, partnership or any judicial person, the penalty shall be imposed upon the responsible officer, except for - Direct Superior
It must be freely given, specific, informed and unambiguous indication of the data subject's wishes by which he or she, by a statement of by a clear affirmative aSeection signifies agreement to the processing of personal data relating to him or her - consent

Scope of Data Privacy Law - All of the above
Should you reply to an email asking you to encode your email and password? - No
Somebody called you and asked for your info. What should you do? - Call them back to verify if the call is legitimate
What does "PIA" stand for? - Privacy Impact Assessment
What should you do upon discovery of privacy incident or suspected breach? - Report to your Compliance Officer for Privacy within 24 hours
● DANGEROUS GOODS
DATA SECURITY PCI DSS
EDTO ETOPS
For a precision approach AND for a non precision approach
EGPWS Airbus Exam
GPWS Boeing
FLIGHT SAFETY EXAM (BOEING)
FLIGHT SAFETY EXAM (AIRBUS)
FOM (Operations Manual - OM-AF)
HOT WEATHER OPERATIONS
INTRODUCTION TO COMMAND
LNAV-VNAV Minimaoccur at a fix
Long Range Navigation
Low Energy Go-Around
LVOP/Low VisibilityOperations
MNPS/PBN Gander Oceanic
POLAR OPERATIONS
RNP/PBN — RNP AR RNAV
SAFETY MANAGEMENT SYSTEMS (SMS)
Fatigue Risk Management Systems: are an integral part of Safety Management Systems (SMS)
RVSM
SAFETY MANAGEMENT SYSTEM
TCAS
TEM Threat and Error Management (quizzes app)
THUNDERSTORM AVOIDANCE
UPRT (Boeing)
VOLCANIC ASH
WEATHER AND METEOROLOGY
The wind speed indicated by the arrow is _____ kt. (two triangles) : 100
WINDSHEAR
Unknown category:
● CRM/TEM
● ***POSSIBLE REPEAT QUESTIONS..PLEASE CHECK AnND DELETE IF NEEDED***
●
Dangerous Goods:
Crew Resource Management
EDTO / ETOPS
) is operated in ___ modes. - two

The setting of the barometric altimeter should be viewed as a: - critical flight crew action

To reduce overall workload and reduce the risk of CFIT, flight crews should ensure that briefings are conducted in a timely manner, and that all questions and uncertainties are resolved before: - the top of descent point.

Visual illusions associated with approach and runway lighting are a function of - All of the options

Visual illusions take place when conditions modify the flight crew's perception of the environment relative to their expectations - true

Which elements constitute effective communication for the flight crew - All of the options.

- **CPDLC / ADS OPS**

_____ are both data link applications. - CPDLC and -C

ADS systems are classified as - ADS-B and ADS-C CPDLC and ADS

ADS systems are classified as: ADS-B and ADS-C

ADS systems provide GPS based aircraft positions to ground stations and other aircraft - True

ADS-B equipped aircraft transmit position reports to air traffic control: - once every second

-

ADS-B parameters transmitted are: airborne position (latitude / longitude), navigation of uncertainty parameters, ICAO 24-bit identifier, flight ID, pressure altitude, special position indicator, and emergency status. - True

ADS-C sends position information via data link once per second. False

ADS shares the same log on initialization procedure as CPDLC. - True

An RNP 4 area of operation requires an aircraft to navigate accurately within - +-4 nm

ARINC and SITA are examples of: service providers I

Components requires for on the ground and for FANS operation are made up of various networks of communications such as: - satellite and antennas

Contracts are initiated by the _____, in all situations other than emergencies. - ground station

CPDLC stands for Controller-Pilot Data Link Communication

Crew can send emergency messages by first selecting the ____ page and then selecting the ____ key. ATC MENU, EMERGENCY

Crews can send messages by first selecting the _____ page and then selecting the _____ key. ATC MENU, EMERGENCY

For ADS-B, aircraft sensors provide data to the: - mode S transponder

For ADS-C, aircraft sensors transmit information over the ACARS system. - True

GPS anomalies or errors are indicated on the: All of the options

GPS anomalies or errors are indicated on the EICAS, FMS and ND displays - true

Ground based networks, known as service providers, are operated by private companies such as: SITA and ARINC

How is a CPDLC connection initially established? - NOTIFICATION page from the ATC MENU.

How many data authorities and ATC units can connect to the aircraft for CPDLC at any one time?
Two data authorities and two ATC Unit

How many data authorities can there be when logged on to CPDLC? - two

Identify the most correct statement regarding free text messages - all of the options

If a loss of communication happens when messages remain on the DCDU, amber indications are provided for "ABORT" for the message status and ___ for the message information. - LINK LOST

If deviation from track is required to avoid weather, a CPDLC pilot initiated preformatted request is available through the: - ATC page

In order to operate using CPDLC equipment the aircraft must meet RNP criteria - True

In the event of an emergency, flight crew will: (choose all applicable options) - select ADS emergency mode, send a CPDLC emergency message

In the event of. An ADS failure from the aircraft or ATS facility, a target on screen will indicate loss of surveillance capability, and the pilot will be advised ADS-C or ADS Contract out of service, or ADS -B out of service: True

Messages related to the FANS are displayed on the : EWD

On Airbus aircraft, specific ATSU pages can be accessed via all three MCDUs. The ATC COMM keys provide the crew with direct access to: the ATC MENU page.

On the boeing 777 when the ATC button is pressed on the MFD it displays the various functions needed to: log on to CPDLC and ADS

On the MCDU, requests for altitude changes are accomplished through the ____ key. - VERT REQ

On this ICAO Flight Plan, /H-SDE3FGHIJ2J5LM1ORVWXY/SB1D1, what does the D1 refer to? - S: transponder capability and ADS-C with FANS 1/A capabilities.

On this ICAO Flight Plan, /H-SDE3FGHIJ2J5LM1ORVWXY/SB1D1, what does the H refer to? - HF RTF

Prior to entering oceanic airspace, the crew must: Make voice contact with ATS controlling the airspace about to be entered and ask for a SELCAL check

_____ reporting events are known as "contracts" - ADS-C

Request for altitude changes are accomplished through _____ button - none of the options

The _____ defines the data link between ATC centers. -AIDC

The _____ page automatically sequences the FMC waypoints - position report is

The ADS functions are accessed through the: - ADS MANAGER

The ATSU manages: the air-ground communications.

The CPDLC crew interface includes the Multifunction Displays (MFD), EICAS, CDU and the glare shield data link ACPT/CANC/RJCT switches - true

The FANS crew interfaces include two ATC pushbutton switches, two Data Communication Display Units (DCDUs), three Multipurpose Control Display Units (MCDUs) and the onboard printer. - True

The FMS sends data such as position, intents, predictions, speed, altitude, and waypoints for the ADS or the CPDLC report functions. - True

The Future Air Navigation System (FANS) is a response to increasing demand from the aviation industry to manage air traffic more efficiently. One of the basic principles of FANS is to limit the use of VHF & HF radios & replace their use with: - CPDLC & ADS

The pilot does have the ability to cancel the contract by selecting ADS OFF - true

The two satellite networks available for FANS operation are the _____ networks - inmarsat and iridium

The B777 has three GPS receivers which work independently providing data to the FMC.
FALSE
I

Upon exiting oceanic airspace the ADS: may require to be shut OFF or remain ON depending on airline policy.

Use the ADS manager to confirm: - all of the options

Use the CONNECTION STATUS page to confirm: (choose all applicable options) - ADS is ON , ATC link is established

Visual clues to ATC incoming messages are located on the : on pushbutton switches

Visual indication of an ATC SELCAL is located on the: EICAS

What are some of the back up methods of communication if CPDLC fails? HF, VHF, SATCOM

What are some advantages of the use of ADS & CPDLC? - All of the above.

What is the difference between ADS-B and ADS-C?: ADS-Broadcast, transmit info from the aircraft twice per second and can be received by other aircraft and ground stations almost instantaneously; ADS-Contract send out information at known reporting events, usually at 10-14 minute intervals and is received only by intereogating ground stations

What is the maximum number of ADS connections possible on the aircraft? 5

What is the purpose of a message latency timer?- It allows for the detection of late delivery of data link messages.

What pilot action is required to activate ADS-B or ADS-C? : All of the above

When an emergency ADS message is received without a corresponding CPDLC transmission or voice confirmation, the controlling agency will: uplink
the aircraft to confirm ADS emergency mode.

Which of the following are examples of ADS-C “reporting events” which would be initiated by ground station interrogation? - All of the options.

With reference to position reports in an ADS-C area of operation: (choose all applicable options). position reports are sent automatically without crew ac i’m tion

- **COLD WEATHER OPERATIONS / ICING**

A coating of ice, generally clear and smooth, but with some air pockets
▪Clear ice

A contaminated wing stalls at a ____ Angle of Attack (AOA) - lower

A deposit of ice, produced by freezing or supercooled fog at temperatures below freezing - Rime ice
Go
After engine start and during taxiing, engine anti-ice will be required
when: temperatures are at or below 10C and the is re is visible moisture present

A PCI is typically conducted by a member of the flight crew from within the aircraft during taxi out - True

A Pre-Take-off Contamination Inspection (PCI) is typically conducted by - a member of the flight crew from within the aircraft during taxi out

A precautionary procedure by which clean airplane surfaces are protected against the formation of ice and frost, and the accumulation of snow and slush for a limited period of time
(holdover time)
▪Anti-icing

After Engine start and during taxiing, engine anti-ice will be required when: - Temperatures are at or below 10’c and there is visible moisture present.

Airborne icing conditions are generally considered to exist at temperatures: at or below 10°C with visible moisture; visibility of one statute mile or less.

Aircraft systems are unaffected by cold weather operations - False

All aircraft are certified for flight into known freezing precipitation conditions - False

All FPD's have an associated Lowest Operational Usable Temperature (LOUT). A FPD fluid _____ be applied with an OAT lower than the LOUT. Wing skin temperature ____ a factor - may not, is

Choose the correct statement: V1 is reduced on contaminated runways

Choose the correct statement concerning Icing Intensity: in light icing, de-ice or anti-ice systems should be on and can easily remove the ice formation.

Clear ice can form on the surface of a wing of a parked airplane due to cold soaking. - Even if the ambient temperature is well above freezing, usually only with high humidity, rain or fog present (multiple answers)

Clear ice can form on the surface of a wing of a parked airplane even if the ambient temperature is well above freezing - True

Clear ice forms at temperatures __, where there is a __ concentration of SLD.
- just below 0C to -15C, high

Clear ice is associated with ___ droplets, is ___ to detect and ___ to remove - large, difficult, difficult

Clear ice is composed of _[7]__ water droplets and typically forms in ___ type clouds - large supercooled, cumuliform

Cold weather has an impact on all phases of aircraft operations - True

Cold weather has an impact on : all phases of aircraft operations.

Conditions conducive to the formation of critical surface contamination are present when the Outside Air Temperature (OAT) is ___ or less with the presence of visible moisture (clouds, fog with visibility of ___ or less, rain, snow, sleet, or ice crystals)l ice, snow, slush, or standing water on the ramps, taxiways or runways - 10C, 1 sm

Critical surfaces generally include - the wings, control surfaces, and Vertical and Horizontal stabilizers

Depending on policy and regulation, the use of a fixed de-rate thrust for takeoff from a contaminated runway: - may be permissible

Depending on policy and regulation, the use of an assumed temperature (flex) thrust reduction for takeoff from a contaminated runway: is not generally permissible

Does a Type I fluids can be used in a “single fluid” de/anti icing operations?
▪Yes

Does a Type I fluid primarily a de-icer? - Yes

Does a Type II fluid can be used in a ‘single fluid’ de/anti-icing operations and can be used in conjunction withType I as part of a two-step de/anti-icing procedure
▪ Yes

Does a Type IV fluid contain pseudo plastic thickener system which additionally protects the aircraft against re-freezing (anti-icing) due to its film-forming properties?
▪Yes

Does the crew ensure that all doors and windows will be closed and before closing any Door aircraft door, all slush and water must be removed from the door area? - Yes

Dry snow, not adhering to the upper wing surface, may be left on the surface provided the pilot is assured that the dry snow is not concealing frozen contaminant adhering to the surface and that the dry snow will blow off on the take-off run. - True

Engines are affected by cold weather operations - All of the options.

Frost is an acceptable contaminant on all aircraft surfaces - False type of fluid is

Holdover time (HOT) begins - With the commencement of the final application of de-icing/anti-icing fluid

Holdover time (HOT) ends - the earlier of when the HOT elapses or the fluid loses its effectiveness

Icing intensity is determined by the wing shape, speed and temperature, as well as the moisture content of the air mass including the droplet size and temperature - true

Idle power bleed-air heat is sufficient to melt all ice accumulation encountered while taxiing in moderate icing conditions - False

Inspections related to anti- and de-icing activity may include - All of the options.

Is it proper to apply fluids on the flight deck and cabin windows at right angles to the surface? - No

It ensures all aircraft surfaces are free of frozen contaminants after de-icing application ▪ Post de-icing check

It is the process which removes ice, snow, slush or frost from airplane surfaces. - De-icing

It may be advisable to delay gear retraction after having taxied-out on cou
ntaminated surfaces - True?

Jet blast poses a contamination hazard during cold weather operations - true

Minimal (⅛ in or less) amounts of frost: are acceptable on the wing lower surface, adjacent to the fuel cell, between the forward and aft spars

Moni#tor fuel temperature with reference to freeze point and consider lower altitudes or higher mach numbers when necessary. Flight planning on certain routes may require a fuel freeze analysis - True

On the ground, during times of no precipitation: - aircraft surface contamination may result from snow, ice, and slush lifted aloft by strong winds and jet blast.

Once the Holdover Time (HOT) for the current condition has been exceeded _____ must be conducted: - a PCI

Once the HOT for the current condition has been exceeded, a **Pre-take-off contamination inspection (PCI) must be conducted - True**

One of the most significant hazards associated with cold weather operations is: critical surface contamination

One of the most significant hazards associated with cold weather operations is: critical surface contamination

Rime ice is composed of ___ water droplets and typically forms in ___ type clouds - small super-cooled, stratus

Roll upset is associated with - Ice ridges formed behind protected area of wing

Some aircraft systems that may be affected by cold weather are: - flight controls, water and waste (multiple answers, verified*)

Some critical surface contamination is permitted on the takeoff - False

Tailplane stall can occur: - when the tailplane is contaminated with ice.

Temperature corrections should be applied to an instrument approach procedure when the airport is below - 0°C

The aerodynamic effects of ice accumulation on an airplane in flight can include - All of the options

The clean aircraft concept means - take-off is prohibited when frost, ice or snow is adhering to any critical surface of the aircraft.

The estimated time that deicing/anti-icing fluid will prevent formation of frost or ice and the accumulation of snow on the critical surfaces of an aircraft
▪Holdover time

The minimum cleared runway width requirement for transport category aircraft is typically_____ either side of centerline. 15m

The presence of freezing precipitation and large, supercooled droplets can be indicated by - All the options

The RWYCC is used for: Flight crews to determine the landing performance of their aeroplane

- This check is conducted within the aircraft's HOT and may be made by observing representative surfaces for the flight deck, cabin, or outside the aircraft, spending on the type of aircraft operator's CAAP approved program. – Pretake-off check

This check is conducted within the aircraft's HOT and may be made by observing representative surfaces for the flight deck, cabin, or outside the aircraft, depending on the type of aircraft operator's CAAP-approved program - Pre take-off check

This includes light freezing rain, freezing rain, freezing drizzle, frost, ice, ice pellets, snow, snow grains and slush
▪Frozen contaminants

Type IV fluid is a(n) ___ agent, used to ___ snow and ice accumulation and has a ___ hold over time - anti-ice, prevent, long

Type one fluid is a(n) ___ agent, used to ___ snow and ice accumulation. - de-ice, remove.

Type one fluid is a(n) ___ agent, used to ___ snow and ice accumulation and has a ____ hold over time - de-ice, remove, short

Unprotected horizontal stabilizers can stall from ice accumulation causing the nose to pitch ___. This is accentuated when the flaps are ___ - down, extended

Using the ff METAR, determine the holdover time for undiluted type IV fluid: 0:55-1:50

Using the following METAR, determine the holdover time for undiluted type IV fluid.
(METAR 2015/01/12 15:20 EGGP 121520Z 34004KT 260V030 k4000 -SHSN FEW008 OVC025 -4/-5 Q0997)
0:55 - 1:50

What composition does type II fluid have to protect the aircraft against re-freezing due to its film forming properties?
▪Pseudo Plastic Thickener System

When flying for extended periods of time at very low temperatures: all of the options

When the inspection is conducted from the aircraft cabin, should it be completed with adequate lighting present allowing the . to be clearly visible and allowing any evidence of fluid failure to be accurately determined - Yes

Who will initiate the de-icing procedure if maintenance is not available? - Captain/Pilot in Command

Who will be notified that de-icing is about to commence in order to ensure appropriate systems are shut down and aircraft is properly configured?

▪ Flight crew

Will it be considered your HOT expires when frozen deposits start to accumulate on treated aircraft surfaces? - Yes

- **CONTAMINATED RUNWAYS**

A balanced field takeoff may require operators to ____ thrust and/or ____ weight to still ensure the most limiting field length requirements are met. increase, decrease

A dry runway: is one which is clear of contaminants and is not “wet”

Aircraft certified landing distances are: unfactored

2 length and width being used. Choose one or more. – a)ice c)slush

A runway is considered contaminated whenever standing water, ice, snow, slush or frost in any form, heavy rubber or other contaminants are present over more than _____ of the runway surface area within the required length and the width used. – 25%

A rolling take off is not advised when operating from a contaminated runway - False

A SNOWTAM describes the contamination of each runway _____ and can contain up to _____ contaminants for each _____. – third/2/third

Actual landing distances are approximated by multiplying unfactored distances by ___ for dry runways and by a further ____ for wet runways: 1.67, 1.15

Aquaplaning depends upon. – All of the options

Aircraft certified landing distances are _____. – unfactored

As the runway coefficient of friction decreases: The accelerate-stop distance will continue to increase.

statement: v1 is reduced on contaminated runways

Choose the correct statement. - V1 is reduced on contaminated runways

Contamination on the runway reduces friction and therefore increases performance allowing for lower thrust setting to be used - False

Depending on policy and regulation, the use of a fixed de-rate thrust for takeoff from a contaminated runway: - may be permissible

Depending on policy and regulation, the use of an assumed temperature (flex) thrust reduction for take-off from a contaminated runway. - is not generally permissible

Directional control may be lost when landing on an icy runway. To regain directional control:
deselect reverse thrust and release the brakes

Dry, damp, and wet runways _____ considered to be contaminated if they have less than _____ of water depth. – are not, 3mm

For state specific information on contaminated runway operations in a particular state, pilots should consult: - the AIM/AIP for that state

On a contaminated runway, reducing V1:
-increases the stopping distance available
-increases the engine-out acceleration component
-spreads the gap between V1 and VR
-All of the options

Precipitation drag will_____ acceleration distance and _____ deceleration distance. – increase, decrease

RCAM varies according to the airplane manufacturer - False

Runway contamination most adversely affects: -- accelerate stop distances

Taking-off on contaminated runways, accelerate-go distances are affected by: precipitation drag

The global reporting format (GRF) consists of: all of the options

The minimum cleared runway width requirement for transport category aircraft is typically ____ either side of centerline: 15 m

The maximum validity period of a SNOWTAM is: 8 hrs

The minimum cleared runway width requirement for transport category aircraft is typically _____ either side of centerline. – 15m

The Runway Condition Code (RWYCC) maybe used to determine aeroplane take off performance - False

The RWYCC is used for: flight crews to determine the landing performance of their airplane

There is no single worldwide standard for defining and describing contaminated runways - True

When landing on contaminated runways, main gear touchdown should be _____, and the nose wheel should be lowered ._____. -- positive, promptly

When operating from a contaminated as runway, a rolling takeoff: -- will help minimize the ingestion of contaminants into the engines

Where the accelerate-go distance and accelerate-stop distances are equal, the field length required is considered to be _____. -- balanced

Which of the following result in less build-up of contaminants? (Choose one or more). Grooved runways, Porous runways

- **CRM**

A conceptual model that helps explain human error in aviation & other systems by considering how humans interact with other components - SHELL

A democratic leader: Provides opportunity for followers to take some responsibility to handle tasks.

A laissez-faire leader:
▪ Allows the group to do whatever it thinks best.i
If
A laissez-faire style, when things go wrong, can lead to:
▪ Delays in critical decision-making.

A more structured approach to error mangement has been indentified through such tools as _____.
▪ HFACS

A simple definition of followership in the flight deck is: The acceptance of the Captain’s authority

A _____ is a failure to follow established procedures or performance of actions that are generally forbidden.
▪ Violation.

A_____is the result of an incorrect diagnosis of a problem: mistake

A combination of autocratic a in nd laissez-faire behavior results in more effective leadership.
-True

Accident Sequence Evaluation Program(ASEP) is a human reliability procedure, similar to THERP, used to examine: - Human Performance issues in an accident.

Aircraft running low on fuel due to diversion around adverse weather not identified during preflight planning.
- UAS

Aircraft automation is fully autonomous - False

An activity, condition or process that takes a pilot's attention away from flying an aircraft or from performing a critical job - Distraction

An error occurs due to:
▪Action or inaction by the flight crew

An autocratic leader focuses on: productivity over social cohesion

Ancoring bias refers to: The tendency to place too much reliance on initial information.

Anemia causes:
▪Hypemic Hypoxia

An Example of a system induced incapacitation is: Laser attack

Are actions or inactions by the crew that leads to deviation from crew or organizational intentions or expectations.
- Errors

Automation increasingly reduces: (choose all that apply)
- The opportunity to practice hand-flying
- Cognitive skills that relate to monitoring flight path

Automation Surprise is caused by: (choose all that apply)
Lack of mental picture
Poor feedback from the automation

Automation Surprise is caused by: Lack of a mental picture, poor feedback from the automation

A simple definition of followership in the flight deck is- the acceptance of the Captain’s authority.

Black Swan describes: An event that is entirely unexpected and has major consequences

Because of the nature of BSE’s, the only real defense is :
▪To be mentally and physically prepared, and to remain alert.

BSEs can be predictable. - False

By examining potential Error Producing Conditions, such as distraction and tiredness, Human Error and Reduction Technique(HEART) can provide a range of suggestions as to: - How reliability can be improved using ergonomics.

Can stress be considered as a positive response in certain cases? YES

Characteristics of effective followership include: All of the above

Coronarity artery disease causes: Stagnant Hypoxia

Cognitive impairment can be caused by: (choose all that apply) – Brain injury, onset of dementia

Communication error is a:
▪Failure to communicate pertinent information

Decision making requires an understanding of the situation and controlled thinking. Is this statement correct?
▪Yes

Dependability arises:
▪From the successful inclusion of resilience in system design

Discretionary decisions not covered by regulation and procedure that unnecessarily increase risk.
▪ Operational Decision Errors

Do you agree that critical thinking does not provide mental control and discipline needed for situational assessment and decision making? - No

Effective Performance Time (EPT) is the amount of time in which a person
- Can effectively or adequately flight duties with an insufficient supply of altitude

EGPWS, which provides warning to pilots if their aircraft is in immediate danger of flying into the ground or an obstacle, is a good example of a “soft” TEM safeguard. Is this statement true?
▪ No

Emerging risks in the use of recreational drugs are: (choose all that apply)
-counterfeit or contaminated drugs
- dosages and quality
- overdose
▪ all of the options

Errors can be eliminated through ergonomic design and training - false by

Error Management tools such as HFACS are complemented by Safety Management Systems through ___ hazard identification - risk assessment- mitigation – all of the options

Example of a system induced incapacitation is: Laser attack

Example of biases that influence decisions are:
▪Self-serving bias [Overestimating personal capabilities and underestimating situational demands (it won't happen to me; I'm better than that)]
▪Anchoring bias [The tendency to rely too heavily, or "anchor", on one trait or piece of information]

External programs such as Line Operational Safety Audits and SMS Regulatory Assessments are other tools that are used to measure the effectiveness of hazard analysis. True

Failure to transmit, receive, or provide enough information to complete a task - lack of communication

Fight or flight is a response arising from a perceived or real harmful event, attack or a threat to a survival. True?a

Flight crew deviations from regulations, flight manual requirements, or airline standard operating procedures.
▪Procedural Errors

Fluidity in applying leadership styles: Has led to a maturity on the flight deck.

Good judgment can be learned: True

Histotoxic Hypoxia is caused by: - Alcohol or drug use.

Human factors is defined as - All of the above

Human Factors Analysis and Classification System (HFACS) places emphasis on:
▪All aspects of the human/machine interface when seeking the root cause of accidents

Human limitations related to automation are: All of the options

Human performance refers to - Human capabilities and limitations

Hypoxic Hypoxia is caused by — Reduced oxygen pressure in the inhaled air

Hypoxia is a lack of sufficient oxygen in the body cells or tissues caused by: (choose all that apply) Inadequate supply of oxygen, Inadequate transportation of oxygen, Inability
of the body tissues to use oxygen

Hypoxic Hypoxia is casused by:
Reduced oxygen pressure in the inhaled air

If one or more incorrect actions are performed, this type of error is known as a _____.
▪Slip

If there is an omission of free one or more steps in a sequence of steps, this type error is known as a ____. - lapse

Important factors for maintaining good situational awareness.
- Knowledge
- Experience
- Personal health
- Crew Coordination
- Assertiveness
- All of the above

Initial signs of medically induced cognitive impairment may include _____.
- confusion
- speech problems
- sudden collapse
▪ all of the options

Intentional non-compliance is defined as:

▪A willful deviation from regulations and/or procedures. O

In respect to BSE's, resilience is: ▪The ability to recognize, absorb and adapt to disruptions that fall outside the expected.

In the SHEL(L) model, the H represents? - Hardware

In the SHEL(L) model, the L at the centre represents?
▪Liveware - Human Operator component

In the SHEL(L) model, the E represents? - Environment

In the SHEL(L) model, the S represents?
▪Software

In the SHEL(L) model, the (L) that is external to central liveware represents - all the human inputs from outside the system

In the Fifth generation on introduced: Error Management

Is it true that a mismanaged error reduces safety margins by linking to or inducing additional error/s or an UAS
▪ Yes

Judgment includes: - The evaluation of alternatives.

Judgment involves: (choose all that apply).
-the ability to evaluate risks
-the use of experience, skill and knowledge
-a person's tolerance for risk

Judgment is a process that recognizes and analyses information about _____.
- the crew
- the environment
- the aircraft ▪ All of the options

Legally prescribed drugs do not affect physical or mental function. False

Mode error occurs: When flight crew incorrectly asses an automation state as being appropriate

Mode ambiguity occurs - when the current mode cannot be determined

Model based risk assessments
▪ Do not work well in the presence of highly volatile, high-impact, low-probability events.

One causal factor in the Tenerife accident was: The refusal of the Captain to include his crew in the decision to take off.

One definition of stress is:
▪ an organism's total response to environmental demands and pressures

One of the significant differences between Boeing and Airbus envelope protection is:
The use of hard
limits
10 16.0
One method of observing is to: Making observations about the environm by by ent using questioning to gain understanding

Operational errors include:(choose all that apply)
Intentional non-compliance error.
Procedural error.
Communication error.
Proficiency error.
Operational decision error.o

Personality changes are harder to identify because: - Pilots may not fly together often enough to establish a personality change.

Probability Risk Assessment (PRA) and Cognitive Theory of controls methods measure:
▪reliability

Proficiency error is a lack of knowledge or aircraft handling skills. - True

Prolonged tobacco use can cause (choose all that apply): Chronic Bronchitis, Increased fatigue, Decreased night vision

Procedural Error is a deviation in the execution of a procedure where the intention was _____but the execution was _____. - appropriate, incorrect

Real or perceived forces demanding high-level performance, creating an atmosphere of urgency & haste - pressure

Relaxing in the face of surprise can be accomplished by:
-Pushing the spine back into the seat and consciously trying to relax tension in the body

Reliability in an aviation context is defined as: The reliability of humans in a complex human-machine interface.

Resilience is defined as: A system’s ability to trap and mitigate potential adverse consequences of human error and oversight.

Resilience teaches crews to: Address threats in a creative manner

Self-satisfaction accompanied by a loss of awareness of dangers - complacency

Situational Awareness starts with:
▪Perception

Startle arises out of: A sudden stimulus,
such as a bang.

Startle can cause:
- loss of hearing
- tunnel vission
- shaking
▪All of the options

State of physical, mental or emotional strain due to some external or internal stimulus - stress

Stress related disease results form ____. [8]
▪ Excessive demands.

Stress response is affected by: individual personality - physical attributes - general health - all of the options

Surprise cannot be managed: False

Surprise is related to:
▪The expectation of something not matching the reality
I
System Dependability is improved:
▪When the human can be relied upon to operate within the system that recognizes and mitigates by design, human performance errors

TEM is a safety concept with multiple applications in aviation, while CRM is a
training intervention that can be enhanced by integrating TEM principles within programs. Is this statement correct?
▪YES

The accurate perception of the factors affecting the aircraft and the crew, including knowing what has happened in the past, what's going on now, and how these affect what might happen in the future.
▪ Situational Awareness

The "Aeronautical Decision Making" process: Starts with perception

The brain's amygdala area is associated with: - Fear and pleasure responses

The confirmation process: Leads to a decision-making process

The crash of Delta 1411 in Dallas Texas was an example of:
▪The negative effect of democratizations of the flight deck.

The "DECIDE" model of decision making:
- measures the significance of choices
- includes evaluation of the effect of an action - was designed to help organize thoughts and prevent overlooking critical information.
▪ all of the options

The FAA defines aeronautical decision making (ADM) as: - The mental process to determine the best course of action.

The human body functions normal in the atmospheric area extending from ___ – sea level to 12,000 feet

The Fifth generation of CRM introduced:
▪ Error Management.

The foundations of resilience are : (choose all that apply) - perseverance, curiosity, restlessness, adaptability

The inability of the body cells to use oxygen because of impaired cellular respiration is called: Histotoxic hypoxia

The mental exercise of playing “what if”: (choose all that apply).
▪Is a form of risk assesment
▪Starts with a probe of the hazards facing the crew at any given time

The process of distributing work by planning, prioritizing and assigning tasks to individual crewmembers within your team
▪Workload Management

The Reason Model of System Accidents is also known as - The Swiss Cheese Model

There is a need for pilots to: - all of the options

The ROC technique stands for:
▪Relax, Observe, Confirm

These are events that occur outside the influence of the crew which increase the operational complexity of a flight. E.g. High terrain, icing conditions, airport congestion and flight diversion.
▪ Threats

The symptoms of stress can be either physical or psychological - true

The three lines of defense against errors are: - avoid, trap, mitigate

This CRM Countermeasure is essential for developing good communication environment within the flight
▪ Team Climate

This CRM Countermeasure is essential for managing anticipated and unexpected threats.
- Planning

This CRM Countermeasure is essential for error detection and error response
▪Execution

This CRM Countermeasure is essential for managing the changing conditions of a flight, such as UAS. - Review & Modify

This exists when each team member is empowered and encouraged to contribute in the most effective way to overall task of the team.
- Crew Synergy

This is to mitigate the risks of flight crew errors being made due to distraction or disturbance at times when full attention to operation of the aircraft is required
▪Sterile Flight Deck Procedure

This is usually transient in nature, only existing for a limited time until the state is either recovered or becomes an adverse outcome.
▪ UAS

This refers to our ability to think in an organized and rational manner in order to understand connections between ideas and/or facts.
- Critical Thinking

This refers to our ability to express our feelings, opinions, beliefs and needs in a positive, productive manner.
▪Assertiveness

Threat and Error Management is an effective way to foresee a BSE. - False

To make an informed decision, the first requirement is: ▪Information about the current environment

Unwritten & often unspoken rules concerning work procedures - Norms

Which strategy does not apply when managing anticipated threats?
▪Evaluating and modifying plans

What is one of the earliest symptoms of hypoxia? - impairment of judgment

Human linitations related to automation
All of the options

The "Aeronautical
Decision Making" process: start with perce

Data Privacy Act
A secured internet site has the following feature? - https://
How can you make your password strong - Use a combination of capitalization, numbers, and symbols in your password
If the offender is a corporation, partnership or any judicial person, the penalty shall be imposed upon the responsible officer, except for - Direct Superior
It must be freely given, specific, informed and unambiguous indication of the data subject's wishes by which he or she, by a statement of by a clear affirmative aSeection signifies agreement to the processing of personal data relating to him or her - consent
Scope of Data Privacy Law - All of the above
Should you reply to an email asking you to encode your email and password? - No
Somebody called you and asked for your info. What should you do? - Call them back to verify if the call is legitimate
What does "PIA" stand for? - Privacy Impact Assessment
What should you do upon discovery of privacy incident or suspected breach? - Report to your Compliance Officer for Privacy within 24 hours

- **DANGEROUS GOODS**

____ forbids the carriage of DG
I in mail except as permitted in 2.4.2. - Universal Postal Union Convention

____ uses recommendations from various expert committees to develop a regulation template in the form of technical instructions to the industry - ICAO

A Category 'A' infectious substance is capable of causing permanent disability, life-threatening or fatal disease in otherwise healthy humans or - True

A copy of the NOTOC is kept on file at the departure station - True

A package of dangerous goods must be marked with - All of the options

A package with the following label is being loaded in the aircraft. Does it need to appear in the NOTOC?- red outlined box with UN 3481- No if it’s compliant with Section 2

A package with the following label (Re H d box with batteries with UN) is being loaded in the aircraft. Does it need to appear in the NOTOC - No

A package with the following label is being loaded in the aircraft. Does it need to appear in the NOTOC? (Black and white, black stripes upper half, battery on the bottom, number 9) - yes

A package with the following label is being loaded in the aircraft. Does it need to appear in the NOTOC (red box, batteries, UN____) - No

A shipment of diagnostic specimens may contain infectious substances that have not been declared as dangerous goods - true

A shipment of consolidated consignments is an example of packages that may contain hidden or undeclared dangerous goods - True

A shipment of UN 1817 Pyro Sulphuryl Chloride is on fire. The ERG code is 8W. Can we use water to suppress it - No

Acceptable DG is a ___. - Category of DG

-

Airline passenger check-in staff must ____ for hidden or undeclared dangerous goods - Be on the look-out

Airlines should also develop procedures to ensure passengers are advised to remove electronic cigarretes from their carry-on baggage in the event of a gate check-in operation or in cases where excess carry-on baggage must be placed in the hold - True

All DG should be declared in the NOTOC. – No

An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage. - Dangerous Goods Accident

An occurrence other than dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occuring an aircraft, which results in injury to a person, property or environmental damage - Dangerous Goods incident

Any DG item that has a serial number 8000 and above will have a ___ prefix - ID
P
Are articles or substances which are capable of posing a hazard to health, safety, property or environment.

– Dangerous Goods

Are dangerous goods assigned to UN numbers and proper shipping names according to their hazard classification and their composition? -- Yes

Are pepper spray, used for self defense, allowed as checked-in? No

Are we allowed to bring empty camping stoves from as checked in - No

Are toxic and infectious substances allowed to be placed in the forward cargo compartment - Yes

Articles or substances, which, as presented for transport, is liable to explode, dangerously react, produce a flame, etc., and is a type of _____. – Forbidden DG

At originating station who shall make a final visual check of the ULDs and bulk loaded freight and shall confirm with his signature in NOTOC that there is no evidence than nay damaged or leaking packages containing dangerous goods have been loaded on the aircraft? -- Ramp Agent

Breathing apparatus may appear in passenger baggage (e.g. scuba equipment) and may be undeclared - True

Can we use ice to keep the said fire cool? - No

Can a DG be transported if it is allowed in both departure and arrival stations but not allowed in the transit station? - No

Cargo aircraft only DG is allowed for full cargo flights in a passenger and cargo aircraft - No

Check-in staff must be adequately trained to assist them to ___ dangerous goods carried by passengers -

Chemical agent monitoring equipment, when carried by staff members of the Organization of Prohibition of Chemical Weapons on official travel may be permitted = As carry-on baggage and checked baggage** (not verified)

Class or division is shown in the NOTOC inside a parenthesis. – No

Column C lists the - Class or Div. (Sub hazard)

Column I lists the packing instructions for aircraft carrying passengers and cargo - True

Cargo aircraft only DG by by sis allowed for full cargo flights in a passenger and cargo aircraft. - No

Corrosives are a - Class of DG

Dangerous good in limited quantities is a - Category of DG

Dangerous goods always pose a hazard when carried on board aircraft - False

Dangerous goods are allowed inside the cabin. – Yes

Dangerous goods are articles or substances that are capable of posing a hazard to - (multiple answers) Health, Environment, Safety, Property

Dangerous goods are articles or substances, which are capable of posing a _____ to health, safety, property, or the environment - Hazard

Dangerous goods are assigned to the relevant packing group according to the degree of hazard they present. The highest level of danger is - Packing group I

Dangerous goods are classified by the - united nations committee of experts

Dangerous goods are defined as articles or substances which are capable to posing a hazard to health, safety, property or the environment
nt - True

Dangerous goods can be divided into the following groups - All of the option

Dangerous goods in exempted quantities will appear in NOTOC? - No

Dangerous goods in limited quantities is a _____. - Category of DG

Dangerous Goods packages must be ___ to prevent them from moving duringi flight and be protected from damage by other freight - secured

Dangerous goods that can be carried by passengers or crew are outlined in what table of the IATA DGR - 2.3A

Determines the acceptability of the articles and substances for air transport, as well as the conditions for transport. – Identification of Dangerous Goods

DG in excepted quantities is required to be
declared in the NOTOC. - No

Do articles and substances that are packed as Limited Quantity need to appear in the NOTOC - Yes

Do articles and substances that are packed as excepted quantity need to appear in the NOTOC - No

Do we need to segregate Flammable Liquids with Corrosive substances - No

Do we need to segregate oxidizing substances from flammable liquids - yes

Do we need to separate hatching eggs from radioactive materials - Yes

Do we need to separate Live animals from Dry Ice - Yes, we must place them in different compartment

Does dangerous goods in excepted quantities do not require a shipper’s declaration? - Yes

Drill number 11 refers to infectious substances that may affect humans or s if inhaled, ingested or absorbed through the CTmucous membranes or an open wound - True

Dry ice can be carried in the cabin in limited amounts. – Yes

Dry Ice is a - Type of DG

During a dangerous goods incident ATC is never to be notified of thek type of dangerous goods being carried on board the aircraft - False

E-cigarettes and any spare lithium batteries - must be carried in carry-on baggage

Except as provided in Section 2.3 of the DGR, dangerous goods must not be carried on board aircraft by passengers or crew - All of the options

Flammable liquids are a _____ - Class of DG

Flight crew members are under Category 10 of the DGR training requirements - Yes

Flight crew must be prepared to respond to a dangerous
goods incident without the benefit of documentation, labeling or marking as set out in the - Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (EGR)

Flight crew must be prepared to respond to a dangerous goods incident without the benefit of documentation, labeling or marking as set out of the DGR - YES

_____ forbids the carriage of DG in mail except as permitted in 2.4.2
- Universal Postal Union Convention.

For Cargo Aircraft Only, what is the maximum allowed net quantity of this shipment per package - (Shows Selenium Oxychloride) 2.5 liters per package

For Passenger and Cargo aircraft, what are the packing instructions for Selenium Oxychloride - 850

Forbidden DG is a - Category of DG

Forbidden Dangerous Goods are items that are liable to explode, dangerously react, produce a flame or evolution of heat, or dangerous emission of toxic, corrosive or flammable gasses - True

From a flight from Manila to London, an incident related to dangerous goods shipment occurs while flying over india. Which authorities must can can be informed of the incident - The civil authority of the philippines, the directorate general of civil aviation of india, the uk civil aviation authority (multiple answers)

Goods acceptable without the Operator's approval include: portable electronic devices (including medical devices)(such as watches, calculating machines, cameras, cellular phones, lap-top computers, camcorders) containing batteries, when carried by passengers of crew for personal use - True

Hair curlers containing hydrocarbon gas may be apermitted - As carry-on baggage and as checked baggage

Handling labels such as ‘Cargo Aircraft Only’ must also be affixed next to the appropriate hazard label and may be loaded to passenger and cargo aircraft? - No

Hidden dangerous goods are always deliberately placed on the aircraft without declaration - False

How are passengers and crew notified of dangerous goods that are forbidden for transport aboard an aircraft? - All of the above

How can we determine the ERG code if it wasn’t provided in the NOTOC? - All of the above

How many DG classes are there? - 9

How many DG variations does PAL have as an operator - 4

How many operator variations does PAL have? - 4

How many sections could be found in the Emergency Response Guide? - 4

How many spare/loose batteries allowed if the lithium ion battery rating is between 100 Wh - 160 Wh and lithium metal 2g - 8g? - 2 spare/loose batteries

IATA DGR is updated every _____. Annually

If a label becomes lost, detached or illegible - The label must be replaced with an appropriate label

If an item has not yet been classified with a UN Identification Number it is assigned a _____ series number - 8000

If there is a secondary hazard associated with the item, the applicable label must be affixed adjacent to the primary label - True

In handling radioactive materials, what standardized unit that indicates the radiation level of a package containing radioactive materials? - Transport Index (T.I)

In table 4.2, the proper shipping name is shown in bold (dark) type whereas the descriptive text is shown in light type?

- Yes

In which class does lithium ion batteries belong - Class 9 : Miscellaneous Dangerous Goods

Infectious substances in Category 'B' must be assigned to UN - 3373

Is it recommended that ATC be notified of dangerous goods on board in the event of an emergency - Yes

Limited quantity DG has a prefix of - Y

Op Awww erators are obligated to report any occasion when undeclared or mis-declared dangerous goods are discovered in - All of the options

Operators are obligated to report any occasion when undeclared or mis-declared dangerous goods are discovered in cargo, mail or passenger baggage - Yes

Operator's responsibility presented in Section I of the DGR include - All of the options

Passengers may inadvertently or intentionally carry on board aircraft DG which are hidden in their baggage and which are undeclared. -- Yes

Non-flammable, non-toxic aerosols in Division 2.2 may be permitted - All of the options

Numerous States and specific operators have registered individual variations to the DGR - True

Packages containing ____ require a seperate handling label in addition to a Division 2.2 label - Batteries

Packages containing environmentally hazardous substances or mixtures meeting the criteria of UN 3077 and UN 3082, must be durably marked with the Environmentally Hazardous Substance mark? - YES

Packages containing lithium cells or batteries prepared in accordance with the relevant packing instructions must bear the lithium battery mark and must have the correct UN number as specified in regulations - Yes

Packages of dangerous goods that contain Cryogenic liquids or carbon dioxide, solid (dry ice) must not be loaded in proximity to - Live s*** (author's answer, not yet verified)

Packages of dangerous goods need only be inspected prior to loading - True

Packing group I is - High danger

Passengers may inadvertently or intentionally carry on board aircraft DG which are hidden in their baggage and which are undeclared. - Yes

Please match the following classes with the correct class number - Flammable solids = Class 4, Oxidizing substances = Class 5, Miscellaneous Dangerous Goods - Class 9

Please match the following labels and markings with the correct statement - E=Excepted Quantity Label, Y=Limited Quantity Label, UN=UN marking for packages

Procedures after landing during a dangerous goods incident - All of the options

Radioactive packages bearing a Category II - Yellow or Categojry III - Yellow label, should be loaded -

Radioactive material, excepted package label must be affixed to all packages of radioactive material? - YES

Referring to the Aircraft Emergency response Drills below, what is the hazard to aircraft for the Drill code 3P - Fire and/or explosion

Referring to the Aircraft Emergency response drills below, what is the spill or leak procedure for Drill code 6P -

Referring to the table, spare or loose Lithium in batteries are permitted as checked baggage - False

Safety matches or a cigarette lighter may be permitted -

Section ___ of the DGR describes the limitations associated with the carriage of dangerous goods - 2

Section ___ of the DGR lists special provisions referred to in column M of section 4 - 4.4

Section ___ of the DGR outlines certain dangerous goods that are permissible in small (de minimus) quantities and not subject to all of the provisions of the DGR -

Should any article or substance carried as dangerous goods must be properly packed, identified, classified, marked, labeled and documented - Yes

Solid dry ice can be shipped by itself in proper packaging. - yes

Table ___ lists dangerous goods that are not required to appear in the NOTOC -

Table 4.2 is arranged alphabetically by proper shipping name - True

The avalanche rescue pack is permitted as carry-on or checked luggage - True

 hazard labels indicate - nature of the risk

 hazard labels indicate the nature of the hazard. - Yes

The criteria for assigning the Packing Group are part of the classification instructions in Section 3 of the DGR. Packing Group I represents - high danger*** (not sure, authors answer, might be wrong)

The DGR does not apply to dangerous goods carried on an aircraft where they are placed to -

The DGR does not apply to dangerous goods carried on an aircraft where they are placed on board to provide medical aid to a patient during flight although special handling procedures may be in place for items such as medical oxygen or other compressed gasses - True

The DGR provides guidance on shipments that may inadvertently contain undeclared or hidden dangerous 3goods - True

The Emergency Response Drill lists the inherent hazards, including hazards to the occupants. Procedures for spills or leaks, fire-fighting procedures and any additional considerations are also shown - True

The Excepted Quantity Packaging Mark must be affixed to any package containing dangerous goods in excepted quantities? - Yes

The identification tag affixed to a Unit Load device must be removed - Immediately after the dangerous goods have been unloaded

The Limited Quantity Mark must be displayed on packages packed in accordance with the limited quantity provisions - Yes

The markings that dangerous goods packages must display are identified in the Dangerous Goods Regulations.
- Yes

The maximum amount of PED (Personal Electronic Device) allowed for each passenger or crew is - 15

The provisions of the DGR carried by crew and passengers is found in Table 2.3A of the DGR - True

The provisions of the DGR do not applyapply7 to certain operator-related articles and substances as specified on section 2.5 - True

The Radioactive Material, Excepted Package label must be affixed to all excepted packages of radioactive material?
- Yes

There are two packages of radioactive material grouped together. One has a T.I. of 5.1 and the other has a T.I. of 3.2. What is the minimum separation distance required - 1.55 meters

UN 2333, Allyl acetate is not yet a UN classified dangerous goods. - No

Under provisions of passengers and crew, Who must be adequately trained to identify and detect dangerous goods carried by passengers? - Check-in Staff

What are the conditions for a smart luggage to be accepted as carry-on - Lithium battery must be removable, all transmitting function, such as bluetooth, wifi and GPS must be turned off

What checklist should be first used to respond to a DG related incident or accident? - Aircraft specific checklist

What document provides the Flight Crew with the information they need to effectively deal with a dangerous goods incident - ICAO emergency response guidance for aircraft incidents involving dangerous goods (ERG)

What is the additional hazard for Drill code 8F - flammable

What is the prefix for DG in excepted qualities as seen in the NOTOC? E

What is the purpose of the drill letters in an ERG? - To know any additional hazards

What does column M list - Special Provisions

What information should be provided to ATC for DG related incident/accident? - All of the above

What is the allowable quantity of Personal Electronic Devices(PED) can crew and passenger bring? -15

What is the allowable weight for dry ice to be carried or checked as baggage - 2.5kgs

What is corresponding to the following hazard label (fire with vertical red and white stripes and 4 at the bottom) - Flammable solid

hazard label
What is the code for the subsidiary hazard for Selenium Oxychloride - 6.1

What is corresponding to the following hazard label (red stripes, fire, number 4 at the bottom)
1- Flammable solid

What is the Drill Code for Refrigerant gaks R 1318 - 2L

What is the excepted quantity code for allyl acetate -

What is the first ICAO ERG procedure item when dealing with an aircraft dangerous good incident - The first item in the procedure directs the crew to follow the appropriate aircraft emergency procedures for fire or smoke removal

What is the first response for lithium battery incident in the cabin - Relocate passengers away from the device

What is the minimum separation distance of a package containing radioactive material with a TI of 3.4 - 0.85 meters +40

What is the packing instruction number for Allyl Acetate on cargo aircraft only - 364,737
2
What is the prefix for DG in excepted quantities as seen in the NOTOC - E

What is the purpose of the drill letters in an ERG? -- To know any additional hazards

What is the ULD number for this shipment (selenium oxychloride on example) - AF502,129

What must be done with the packages containing dangerous goods that might react dangerously with each other when loaded on an aircraft or stored in a warehouse - Must be physically separated

What number refers to the subsidiary hazard for allyl alcohol - 3,219

What precaution must be exercised when using a halon fire extinguisher - Always wear an oxygen mask

What shape of pictograms on packages may indicate the presence of dangerous goods - Diamond

What will be the procedure in case of a leak involving UN 1845 Dry Ice with ERG code 9L - Use 100% oxygen, establish and maintain maximum ventilation if “A” drill letter

What type of labels provide information about the proper handling and stowage of dangerous goods?
-Handling Labels

What would be the risk for occupants for an incident related with a UN 3480 Lithium Batteries with ERG code 12FZ
- Smoke, fumes, heat

When packages containing radioactive material are grouped together, how is the total T.I. Gathered? - The sum of each individual TI

Where is the emergency response drill code for a particular item found - ICAO Emergency Response guide

Which packing group is used for high danger articles or substances - Packing group I

Which party is responsible for labels and markings on dangerous goods shipments - The shipper*** (unverified)

Which radioactive material category can be loaded in unlimWe
ited quantities with no separation requirement - choose pictogram showing radioactive I

Who has the responsibility to accept DG? - Airline Operator

Who's obligations related to: acceptance, storage, loading, inspection, provision of up information (including emergency response), reporting,
retention of records, and training - Operators

Who’s responsibility to first determine whether articles or substance are dangerous goods and then to comply fully with the provisions of the DGR - Shippers

Under provisions of passengers and crew, who must be adequately trained to identify and detect dangerous goods carried by passengers? Check-in Staff

DATA SECURITY PCI DSS

What does the letter "I" in PCI DSS stand for? - Industry

PCI compliance is an industry mandate and those who will not comply will face the following risks (select all that apply) - check all

Philippine Airlines has been validoted by ControlCase and found to be in compliance with the requirements of PCHDSS for Level on - May 11, 2022

-

Which response most accurately describes PAL's PCI DSS compliance? - PAL has followed the rules set forth in the Payment Card Industry Data Security Standard and can offer proof in the form of documentation.oi

True or False: An email from your boss asks for the names, addresses, and credit card information of your top clients. The email says it's urgent and a response is promptly needed. You should reply right away and provide the information - FALSE

It's always safe to click on links that co addresses you recognize. - FALSE na

This is a security feature for card-not-present transactions (eg. purchases through the website) to reduce fraud or unauthorized purchases. - CVV OR CVC

If you already fall for a phishing scam, what should you do to limit the damage? - Change any compromised passwords

EDTO ETOPS

After brake release, but prior to entry into EDTO airspace, what is the minimum forecast weather requirement for the planned EDTO alternates?

For a precision approach AND for a non precision approach

After brake release, but prior to entry into EDTO airspace, what is the minimum forecast weather requirement for the planned EDTO alternates? (Choose all that apply) — For a precision approach, the highest of; 600 ft or 300 ft above HAT/HAA, 2 sm or 1 sm above lowest useable visibility,
For a non-precision approach, the highest of; 800 ft or 300 ft abo⁰ve HAT/HAA, 2 sm or 1 sm above lowest useable visibility

After some specific maintenance actions, an EDTO verification flight may be required if the EDTO status cannot be sufficiently verified by ground tests. In this case, what additional considerations are necessary prior to conducting the flight? (Choose all that apply)
Letter B,C
The verification flight must be conducted prior to dispatch for any EDTO route,
Following in-flight verification, the flight may continue on the EDTO route.

After successful verification and recording on the verification form the crew may continue the flight into the EDTO sector. — True.

An EDTO exit point (EXP) is the point on a twin engine aircraft’s route where the aircraft returns to within _____ min flying time (at the specified single engine inoperative cruise speed) from an adequate airport. --

60

An EDTO segment may be covered by several alternate aerodromes, or just one. - True.

Any time you are operating a twin engine aircraft over routes that contain a point further than _____ min flying time (at the specified single engine inoperative cruise speed) from an adequate airport you are operating in an EDTO area. – 60

During flight planning, which of the following airports must must have forecast weather that satisfies the alternate weather minima criteria? - EDTO alternate airports

During the EDTO dispatch process on the ground, the required weather minima for alternate aerodrome is____ than for normal operations. Once airborne, the weather must remain _____ the normal published minima. – higher/ at or above

EDTO range limits are expressed in _____, as not all aircraft have the same single engine cruise speed. – minutes

For the purpose of EDTO, an alternate aerodrome is an airport which the air operator and the regulator consider to be adequate, having regard to the performance requirements applicable at the expected landing weight. – True

For verification flights, the Captain must assess the normal operation of _____ and make an entry in the jtechnical log prior to entering the EDTO segment. – the affected EDTO system

ICAO now uses the acronym EDTO (Extended Diversion Time Operation) in place of ETOPS with respect to aircraft operating more than 60 min flying time from an adequate airport. – True.

ICAO now uses the acronym EDTO (Extended Diversion Time Operation) with respect to aircraft operating -more than 60 minutes single-engine diversion time from an adequate airport

ICAO now uses the acronym EDTO with respect to aircraft operating – More than 60 minutes single engine diversion time from an adequate airport

If an unserviceable aircraft system is part of the MEL (Minimum Equipment List) requirements and affects EDTO capability, the Captain may elect to upload sufficient fuel to conduct the flight via a non EDTO route after consultation with the company dispatch. – True.

If the departure and/or destination airport has to be used instead of an EDTO en route alternate, normal EDTO alternate weather planning minima does not apply. – False

In addition to landing performance criteria, in order for an airport to be considered as adequate, it should be anticipated that, at the expected time of use, the airport will be available and equipped with: — necessary ancillary services such as ATC, lighting, communications, weather reporting, navigation aids to conduct an approach and emergency services.

In addition to improved aeroplane systems design, what other elements were required for an operator to gain approval for EDTO operations from the state regulator? — all the options

In addition to landing performance criteria, in order for an airport to be considered as adequate, it should be anticipated that, at the expected time of use, the airport will be available and equipped with the necessary ancillary services, such as ATC, lighting, communications, weather reporting, navigation aids and emergency services. — True.

Of the three possible critical fuel scenarios, which of the 3 is always the least "fuel critical"? Why? — "1X" (engine failure only), because the diversion would be conducted at the optimum (higher) flight level.

Reasons for not entering the extended diversion area include, but are not limited to: - All of the options.

Regarding adequate airports, it should be anticipated that (at the expected time of use) the airport will be available, and equipped with the necessary ancillary services, such as ATC, lighting, communications, weather reporting, NAVAIDS, emergency services. – True

Shortly after departure a EDTO alternate weather falls below minimum and will remain unsuitable for the remainder of the flight. Other EDTO aerodromes are inadequate and the EDTO area has been altered as a result. Since the flight is airborne, it remains within the Captain's authority to continue the flight as planned. – False.

The Critical Point (CP) is the point along the route: — which is used to calculate minimum fuel requirements to satisfy a hypothetical worst case scenario in the event of a critical system failure.

The critical fuel scenario assumes fuel capacity to divert to the alternate at the: -- diversion altitude and speed, complete a normal descent profile to 1,500 feet above the diversion airport and hold for 15 min, complete one instrument approach to a landing.

The EDTO Critical Fuel Scenario is the scenario requiring the greatest quantity of diversion fuel. Which scenario is the least fuel critical? — 1X - single engine inoperative.

The Critical Point (CP) is the ETP along a route with:
- The least difference between fuel required and the fuel on board./ which is used to calculate minimum fuel requirements to satisfy a hypothetical worst case scenario in the event of a critical system failure

The maximum diversion distance is calculated using the single engine maximum diversion time and adding a wind component. - False

The MEL does not include EDTO dispatch limitations.
- False

The three aircraft failure cases in a Critical Fuel Scenario are: -- engine out (1x)/ Rapid depressurization without power loss (DC) / single engine out with depressurization (dx)

To dispatch an EDTO flight, EDTO airports are required. An EDTO segment may be covered by several alternate airports, or just one. The difference between an adequate and an EDTO alternate airport is:
The dispatch alternate weather minima must be guaranteed from the earliest ETA to 1hr after the latest ETA

MEL/CDL items, and a 5% allowance for wind errors

When considering the effect of MEL items on dispatch, some defects affect the EDTO serviceability of the airplane and shall be rectified before the flight. If the defect cannot be rectified before the flight, what are some possible options for dispatch?
—The airplane shall be downgraded to a lower EDTO level or non-EDTO in accordance with MEL requirements

When considering the Critical Fuel Scenario, what additional fuel requirements would be added to the calculation, over and above the fuel burn to the EDTO Alternate? — contingency fuel, aircraft performance factor, APU fuel burn, icing penalties, MEL/CDL items and a 5% allowance for wind errors.

When considering the effect of MEL items on dispatch, some defects affect the EDTO serviceability of the airplane and shall be rectified before the flight. If the defect cannot be rectified before the flight, what are some possible options for dispatch? — the airplane shall be downgraded to a lower EDTO level (e.g., EDTO 120 Min) or non-EDTO in accordance with MEL requirements.

While a flight is within the EDTO area or operation, one EDTO alternate aerodrome's weather becomes unsuitable, however is within normal landing limitations. The flight must: -- continue.

EGPWS Airbus Exam

A red GPWS visual and aural alert can be activated when excessive sink rate, excessive terrain closure rate or when there is a loss of altitude after take-off or go around, but also. - In case of an abnormal slat/flap configuration

During daylight VMC conditions with terrain clearly visible, the EGPWS alert may be considered as cautionary - Yes

GPWS aural and visual warnings cannot be inhibited - NO

If the PULL UP Red visual warning is displayed, which
GPWS modes does it refer to - Modes 1, 2 and Terrain Awareness display

If time between two consecutive predetermined callouts exceeds a certain threshold, the present height is repeated at regular intervals. what is the time threshold - the threshold is 11sec above 50ft and 4sec below 50ft

If the aircraft descends during the initial takeoff climb or during a go-around, GPWS lights come on and the aural alert "DON'T SINK" sounds repeatedly - the lower cut-off limit is 30 feet RA

In addition to the basic GPWS functions, the GPWS has an enhanced function (EGPWS) which provides, based on a worldwide terrain database: - A and B

In GPWS Mode 1, excessive rate of descent, what are the two aural warnings you may experience? - “Sink rate” and “whoop whoop pull up”

In the EGPWS, what is the warning envelope time frame - 30 sec

In the Enhanced GPWS (EGPWS), what other inputs will be taken into consideration - Geographic position, altitude, attitude, airspeed and projected flight path

In the GPWS Overhead panel, by pressing Flap Mode OFF, which GPWS Mode will be inhibited - Mode 4

In which of the following situations would the pilot configure the GPWS panel ‘FLAP MODE’ to OFF - In case of landing with a reduced flaps setting

normally the CAPTpfd displays the RA1 height and the F/O pfd displays the RA2 height - both pfd display the height from the remaining one

Pushing the GPWS-G/S pb on the glareshield while the aircraft is on the ground will - Test the GPWS system warnings

the ground proximity warning system (GPWS) generates aural and visual warnings when certain conditions occur between: - 30 and 2450 feet RA

the loudspeaker announces "RETARD" at __, or at __ if autothrust is active & one autopilot is in LAND mode - 20ft or at 10ft

What are the computers that feeds data to the Ground Proximity Warning Computer? - Radio Altimeter, Air Data Inertial Reference Unit, ILS, Flight Management Guidance Computer, Landing Gear Control Interface Unit, Slat Flat Control Computer and Flight Warning Computer

What would be the aural alert of a Terrain Clearance Floor (TCF) warning - Too low terrain

What would be the visual warning for Mode 1 or Mode 2 EGPWS occurrence. A red PULL UP sign on the glareshield panel

What would be the characteristics of a “Too Low Gear” aural warning - Radio Altimeter below 500 ft, speed below 190 kts and landing gear not extended

What would be the visual warning for Mode 1 or Mode 2 EGPWS occurrence - A red PULL UP sign on in the glareshield panel

When amber ECAM message ‘NAV GPWS FAULT’ appears, you have lost automatic callouts for - All your GPWS warnings

When would the “Glide Slope” aural alert be active - Below 1,000 ft

Which feature is not part of the EGPWS system - Sea floor

Which of the following is true about GPWS warnings? - If the loudspeakers are off, you will still hear GPWS warnings.

Will the EGPWS system automatically activate and display any terrain that penetrates one of the protective envelopes on the Navigational Display if TERR ON ND in push button switch is OFF - Yes

Would a GPWS alert call up an ECAM action - No

GPWS Boeing

A GPWS caution or warning does not necessarily guarantee obstacle or terrain clearance as some obstacles or terrain ahead of the airplane may exceed the available climb performance - Yes

Both TERRAIN and ALERT messages can be displayed at the same time - NO
.

Enhanced Ground Proximity Warning Systems (EGPWS) use ___ to monitor terrain along the projected flight path - all of the options

GPWS immediate alerts are based on ____.
Radio Altitude, Barometric Altitude, ADIRS.
Glideslope deviation, Airplane configuration
All of the above.

GPWS provides a voice callout at selected Radio altitudes to advice the flight crew of the_____
-Approximate height above ground
-Reaching DH, or MDA.
-Both

GPWS windshear alerts are enabled during _____.
- Takeoff

How do you remove the alert when at low altitude and airspeed, with unsafe terrain clearance and the flaps not in landing configuration? -- Both

How many seconds after the weather radar scans for wind shear is the PWS alert enabled - 12 seconds

In case of an excessive deviation below the glideslope, what is the annunciation in the cockpit - GLIDESLOPE, GLIDESLOPE

Pushing the GND PROX G/S INHIB switch inhibits the alert when pushed below - 1,000 ft Radio Altitude

The highest obstacle or terrain is represented by _____, and the lowest obstacle or terrain displayed is represented by _____. - High density green; low density green

The radar antenna scan sweep will be _____ when PWS is scanning for wind shear.
- reduced

The terrain display is correlated to _____. - GPS position

The terrain display is ___ for navigation
- Not to be used

The use of look-ahead terrain alerting and terrain display functions is prohibited within _____ of take off, or landing at an airport or runway not contained in the GPWS terrain database.
- 15 nm annunciation

What accompanies a TERRAIN TERRAIN, PULL UP PULL UP ? -- Both

What follows the DON'T SINK alert with the gear and/or flaps up after take off or go around, when there is an altitude loss at low altitude - TOO LOW, TERRAIN

What happens to the annunciation during an excessive deviation below the glideslope as the deviation increases - Volume increases as deviation increases

What happens when a TERRAIN alert message is displayed and an OBSTACLE alert happens? - OBSTACLE alert replaces the PLL TERRAIN alert

What happens when the aircraft is within 20-30 seconds from projected impact with terrain - A red PULL UP shows on both PFDs

What is displayed in the ND when within 40 - 60 seconds of the terrain?
- Amber TERRAIN is displayed

What is the annunciation during an altitude loss after a take off or go-around with the flaps and/or gear up? - DON'T SINK, DON'T SINK

What is the annunciation for an excessive descent rate - SINK RATE, SINK RATE

What is the voice annunciation when the aircraft is 40-60 seconds from projected impact with terrain - CAUTION TERRAIN, CAUTION TERRAIN

What would be the callout uif 100ft. And DH/MDA occur at the same point? - - MINIMUM

What would happen during a descent below an unsafe altitude is made while too far from any airport in the terrain database - TOO LOW, TERRAIN annunciates

When an obstacle or terrain alert occurs, the respective message is displayed on the _____ - ND

When can a red PULL UP message appear on the PFD - When the descent rate becomes severe

When does the GND PROX light illuminate?
- 40-60 seconds from projected impact with terrain
- With flaps and/or gear up after take off or go-around with an altitude loss
Both

When obstacle and terrain contours are displayed, the altitudes of the highest and lowest displayed obstacle or terrain are displayed - Below the terrain symbol

When one pilot selects terrain and the other pilot selects weather radar, each display updates on: -- alternating sweeps

When the airplane is lower than 2000 feet above the terrain, all obstacles and terrain within 2000 feet of airplane _____ are displayed on the ND.
- Barometric Altitude

When the terrain switch is pushed on, what happens?
The terrain symbol is displayed on the ND
The obstacle and terrain contours may be displayed
-All of the above

What accompanies a TERRAIN TERRAIN PULL UP PULL UP annunciation?
BOTH

FLIGHT SAFETY EXAM (BOEING)

A high low chime sounds and a COMM communication alert message appears on EICAS. What action should you take?
Push the COMM switch on the display select panel and view the uplinked message on the MFD.

Fully charged Emergency Lighting System remote batteries provide illumination for how many minutes of operation?
- 15 minutes

How many seconds of VHF transmission results in an automatic disabling of the transmitter and dashes appearing in the tuning panel frequency window for that radio when on the ground with both engines shut down
- 35 seconds

If you open a passenger entry door that is in the red armed mode from the inside and
the slide/raft does not inflate automatically, which of the following acti
on must you perform? – Pull the manual inflation handle located on the girt.

In case of an emergency, open a passenger entry door from the inside by performing which of the following action?
– Rotating the door handle to the open position.

Is it possible to monitor the status of the passenger entry door mode from the flight deck? - Yes, on the Door Synoptic Display or by the door MEMO messages.

Is it possible to check at a door if the girt bar is attached to the floor fittings? - Yes, the girt bar indicator flags are colored yellow.

(Large Aft Cargo Door) What action is required if the DOOR AFT CARGO EICAS message displays inflight? - The airplane must be depressurized to minimize the risk of door separation

On the ground with both engines shut down, any VHF radio that transmits for more than ___ seconds is automatically disable and dashes appear in the tuning panel frequency window for that radio. – 35.

The TAXI Light Switch is turned ON, Which statement about the Taxi LIghts is most correct? – The Taxi Lights illuminate when the nose landing gear is down and locked and point straight ahead of the airplane.

The emergency lighting system receives power for illumination of the cabin flights from what source? – The Emergency Lighting System cabin lights receive electrical power from remote batteries

Under what conditions may the flight deck number two windows be operated in flight?

- The number two windows may be operated in flight if the airplane is unpressurized.

What action is required in the EICAS caution message DOOR FWD CARGO displays in flight?
- The airplane must be depressurized to minimize the risk of door separation

What action reactivates the boom microphone following use of the flight crew oxygen system?
- The reset test switch must be pushed with the left oxygen panel door closed to reactivate the boom microphone and deactivate the mask microphone

What can the First Officer do to regain audio control if his audio control panel fails? – Position the OBS AUDIO selector to F/O, then use the Observer’s audio control panel.

What does a series of dashes in both windows of a Radio Tuning Panel indicate? – Dashes appear in both windows when the selected radio is failed or has been disconnected.

What does illumination of the offside tuning light mean? -- One of the other radio tuning panels is tuning a radio normally tuned by this panel.

What does the COMM communication EICAS alert message indicate when accompanied by a high-low chime? – d. A or B

What does the EICAS advisory message WINDOW FLT DECK R indicate? -- The right flight deck number two window is NOT closed or is unlocked

What does the EICAS advisory message WINDOWS indicate?
– The left and right flight deck number two windows are not closed and latched

What does the EICAS message CONFIG DOORS indicate? – A door is not closed, latched and locked, and either engine's thrust is in the takeoff range on the ground

What does the EICAS message RADIO TRANSMIT indicate?
- a VHF or HF transmitter is keyed for 30 seconds or more.

What does the SELCAL communication EICAS alert message indicate? A VHF or HF selective call has been received and is waiting to be answered

What flight deck condition indicates that a flight deck side window is NOT properly locked?
– The WINDOW FLT DECK L,R EICAS message is displayed.

What flight deck lights are turned on by the STORM light switch? – Flight deck aisle stand, glareshield, and instrument flood lights, dome lights, and illuminated indicator lights are illuminated at maximum brightness.

What is indicated by an illuminated FAIL light on the flight deck printer? - The flight deck printer has failed.

What is indicated by an illuminated PAPER light on the flight deck printer? – d. The flight deck printer is out of paper or the paper is jammed.

What is the operating condition of the nose gear landing lights when the NOSE LANDING light switch is ON but the nose landing gear is NOT down and locked? – The nose gear landing lights cannot illuminate when the nose landing gear is not down and locked

What is the required position of individual panel light or display brightness controls for the master bright ? – 12 o'clock, the white dot

What is the wing tip turning radius? - 160.2 (48.8 meters)

What is true about the ATC data link operation? -- The crew must manually log on to a participating ATC facility

What must the aircrew do if using the portable halon fire extinguishers on the flight deck?
– All flight crew members must wear oxygen masks and use 100% oxygen with emergency selected

What must the aircrew do in order to converse with the mechanic servicing the engintyyy guy e nacelle?
Position the SERV INTPH switch to ON

What position should the UPR DSPL brightness control be selected to for full range of control with the master bright system?
– 12 o'clock, the white dot

What precaution must be exercised when using a halon fire extinguisher?
– Always wear an oxygen mask

What range of brightness control is available if you adjust an individual panel light brightness or display? – The brightness of the individual panel light or display changes by a small amount

What statement best indicates a properly closed and locked flight deck number two window? -- The orange indicator is not visible and the lock lever in the full forward position and the WINDOW FLT DECK L, R EICAS message is not displayed

When an HF transmitter is keyed after a frequency change, the antenna tunes and a tone can be heard through the audio system. How long does the HF radio take to accomplish the tuning? - Tuning takes a maximum of 15 seconds.

When can the Upper Door 1 Crew Rest Compartment be used? – When the AIRFLOW OFF light is not illuminated

When does the AIRFLOW OFF light illuminat no e on the Upper Door 1 Crew Rest Compartment Master Control Panel? – When the airplane is below 25,000 feet or during the smoke detection mode.

When does the AUTO UNLK light illuminate on the Flight Deck Door lock panel? – When the correct emergency access code has been entered.

When does the FASTEN SEAT BELTS sign automatically illuminate?
- When the passenger oxygen system is ON.

When escaping the airplane through the number two window, which of the following is not correct?
- Sit on the window sill with legs outside

When the Door Select Lever is in the red armed position, which of the following is correct? – The slide bar is attached to the floor fittings and the door is selected for pneumatic emergency operation.

Which ATC REQUESTED REPORT CANNOT be armed for automatic downlink to ATC? -MAINTAINING FL330

Which lights are turned to full bright by the STORM light switch? - Dome lights, all flood lights, and illuminated indicator lights.

- I'm

Which of the following data values does NOT provide crew feedback, by turning green, when you comply with an ATC uplink message?
- VOR Frequency

Which method of providing a CABIN READY signal to the flight deck is not a normal use of the cabin interphone system ? - By a CABIN ALERT EICAS communication message

Which of the following properly describes what happens when a passenger entry door is opened from the outside - The door mode selector automatically moves to the green disarmed position.

Which of the following statements concerning the flight deck number two windows is not correct? – The number two windows must not be opened in flight.

Which of the following statements about the lavatory fire extinguisher is correct?
- There is no indication on the flight deck when the extinguisher has discharged.

Which of the following statements about passenger entry doors is correct?
- They are automatically locked when airspeed is greater than 80 kts by a door flight lock

Which of the following properly described what happens when a passenger entry door is opened from the outside? - The door mode selector automatically moves to the green disarmed position.

Which statement about the Emergency Lighting system is correct?
- The Emergency Lighting system receives power from separate remote batteries.

Which statement about the Indicator Lights Switch is correct? -- The switch illuminates all annunciator lights to full brightness for 10 seconds then dims the lights for as long as the switch in held in the TEST position

-

Which statement about the Passenger Entry Doors is correct?
- A door flight lock prevents opening in flight

Which statement about the Radio Tuning Panel is not correct? - The center radio tuning panel is normally associated with VHF C and HF C

Which statement about the VHF radios is true? - VHF L is configured for voice communication only.

FLIGHT SAFETY EXAM (AIRBUS)

At the gate, a red light flashes under the door window when: engines are stopped, slide is disarmed and cabin is pressurized

A thermal discharge of the crew oxygen bottle is indicated by: - green blow out disc missing

Can you hear the beacon identification selected through the STBY/NAV: - yes, by pressing corresponding reception knob

Can you hear the voice Recorder test signal through the cockpit loud speakers, with the parking brake released - No

Cockpit Voice Recorder is energized, on ground as soon as aircraft electrical network is supplied but only forj minute. It starts again as soon as: - a or b

Emergency lighting using the integral batteries will provide lighting for 12 min

Evacuation command button at the forward flight attendant position: can only be activated, provided the cockpit switch at the CAPT and PURS position

In the passenger oxygen system, a generator, once activated, delivers oxygen for 15 minutes same distribution to each mask

How do you cancel ON VOICE green light? By depressing again teh ON VOICE pb

How many escape ropes are in the cockpit? 2 escape ropes- kused through the left of right window

How do you receive ATIS information using the VOR? Selecting ON VOICE pb on the ACP and VOR reception knob

If a slide fails to inflate automatically: b or c

If ATC mode selector AUTO: - selected ATC operates only in flight

If RMP 1 fails the crew can only use RMP2: by switching off RMP1, then using RMP2

If in the cockpit master selector of the EVAC command panel is in “CAPT” position and purser presses his EVAC “COMD” pb, ko what will happen? EVAC signals are energized in the cockpit only.

In normal operation, RMP is dedicated to vhf1

In case of dual FMGC failure, selection of radio navigation frequencies is possible with RMP 1 and 2 only

Is the alert active when the command pb on the EVAC purser panel is pressed? Yes, provided the cockpit EVAC switch in the CAPT and PURS position.

Interphone System permits you to speak to: all the above

State the location of the “EVAC COMMAND” switch: Purser station and pilot
overhead panel

The aircraft is fitted with emergency evacuation slides at: the 4 entry doors and the overwing exits

The cockpit door: normally opens into the cockpit but can be forced open in either direction

The fasten seat belt, no smoking and exit signs illuminate: the appropriate switches are ON and / or excessive cabin altitude is detected

Under what conditions may the flight deck number two windows be operated in flight? The number two windows may be operated in flight if the airplane is unpressurized..

What happens when the mask is used with the selector at 100% position? Mask is supplied with undiluted oxygen on demand

What is the function of the ⁶ into the open position

When using the oxy mask of boom headset, if the INT/RAD key is set to INT. Will interphone background noise be heard when using the sidestick PTT for radio transmissions? No
Where are the cockpit EVAC signals command pb switches installed? On the overhead panel and purser station

Where are the EVAC signals located? In the cockpit and next to forward left and aft left cabin door

With the switch in the arm position, emergency lighting is provided when: AC Bus 1 or DC Shed Essential Bus fails

You push MECH transmission key on the ACP panel: You can speak to ground mech via ACP INT pb

You receive a SELCAL on VHF2, What happens on your ACP:
Amber sign CALL flashes on VHF2 key

FOM (Operations Manual - OM-AF)

A circling approach may only be commenced if the ground reported weather conditions (ceiling and visibility) are equal to, or better than the Circling Approach minima - Instrument Circling Approaches

A designator is used to indicated the minimum navigation system requirements needed to operate in an area, on a route, or on a procedure. - RNP-X

A document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met is referred to as the
- Acceptance Check List

A flight crew seeking medical release shall physically report to a flight surgeon before 1200H of the release d ate. Reporting late shall be considered a - No show

A flight crewmember assigned to perform pilot tasks during cruising phase to allow the PIC or co-pilot to obtain planned rest is termed _____ Cruise Relief Pilot

A flight crewmember shall be given a rest period, free of all duty at the end of the scheduled hours of flight duty. This rest period must be greater than - a & b are correct

A flight in volcanic ash is not permitted - true

A flight which was scheduled below maximum flight duty limitations and affected by unforeseen operational circumstances such as adverse weather conditions, diversion, aircraft mechanical delay, air traffic control delay, etc., may be extended beyond the maximum duty time by: 2 hours Domestic, 3 hours International

A flight surgeon is available at the PAL Medical Services, Nichols from 0700H to 2300H to administer medical grounding during the following period — Everyday, except Wednesday 0730H to 1730H.

A generic term used in describing equipment which broadcast distinctive signals on designated frequencies and, depending on application may be automatically activated by impact or be manually activated is referred to as _____:
▪ELT - emergency locator transmitter

A Home Reserve period shall not be more than: - twelve hours

A Journey report is required on bird strikes and it should be recorded in the Cabin Maintenance Log - false

A means for recording each journey and the maintenance history of the airplane, and is also used for recording operating information relevant to flight safety is the _____ - Airplane Maintenance Log

A medical clearance slip is required and must lbe submitted to the respective division offices or PATC under what scenarios? - All of the above

A parachute flare showing a red light would mean_____ - Distress Signal

A pilot who is certified sick by a flight surgeon, or who has had his license suspended as a result of sickness? - a and b are correct (is not permitted to occupy a pilot station in the aircraft, is not permitted to occupy a pilot station in the simulator)

A passenger two years and above but less than 12 years of age is classified as _____: a Child

A process of analysing recorded flight data in order to improve the safety of flight operations is called: Flight data analysis

A Rapid change in wind direction/ or speed causing airspeed changes greater than 15kts or
Vertical speed changes greater than 500 fpm. - Severe Windshear

A specified altitude or height in a non-precision approach or circling approach below which descent must not be made without the required visual reference- MDA/MDH

A statement on navigation performance accuracy, essential to operations within a defined airspace is - RNP

A suitably qualified pilot, who is aged between 60 and 65, may be a member of a flight crew provided there is only one such qualified crewmember within the crew complement - True

A vertical deviation from the correct flight level due to an ATC-Pilot loop error or an incorrect clearance is called _____ - Operational Error

Aerodrome forecasts refer wind direction to _____ - True North

After complying with all government requirements, ashes in urns may be allowed for air transport in _____ - Carry-on luggage

Aircraft performance calculation shall consider all significant factors during all phases of flight except _____:
- weather

AIcohol combined wuith most types of medication _____
▪ is most undersirable and a dangerous combination

All crewmembers and flight dispatchers shall be relieved from all duties for 24 consecutive hours, - during and seven consecutive day period

All fixed (temporary or permanent) and mobile objects (man-made or natural), or parts thereof, that protrude above the defined climb surface of aircraft in flight is _____ - An Obstacle

All time spent by a flight crew in an aircraft as an assigned flight crewmember or relief flight crewmember, whether resting or performing tasks is considered: - Duty Aloft

An act of aggression, where the PIC is forced, by threat of violent reprisal, to relinquish his authority as PIC of an aircraft - hijacking

An act or deliberate omission, intended to cause malicious or wanton destruction of property, endangering or resulting in unlawful interference with civil aviation and / or its facilities - Sabotage

An extension of the AML and provides a means for the cabin crew to report cabin defects that require maintenance action: cabin maintenance log

An intense and highly localized downward atmospheric flow with velocities of 2,000fpm -6,000fpm- Microburst

Animal types are categorized as Transport Class I, II, III, IV and V: False

Any operation by an airplane with two or more turbine engines where the diversion time to an en-route alternate is greater than the threshold time established by the State of the Operator - Extended Diversion Time Operations

Any period of time on the ground during which a flight crewmember is relieved of all duties by the operator is referred to as: - Rest Period

Any person supporting or assisting in the operational control of flights who found to be exercising their duties while under the influence or observed to be in problematic use of psychoactive substances shall be:
- removed from safety-critical functions
- referred to PAL Medical
- a & b are correct

Appetite suppressants can affect the central nervous system. It shall only be taken with the: written approval of company doctor

As a meal precaution, pilots operating together should _____ - select different items from the menu

As a warning term, it denotes changes in wind direction and/or speed in a very short distance that will cause large airspeed excursions or vertical speed changes - Windshear

Bird strikes should be recorded in the _____ - Aircraft Maintenance Log

By definition, this is the elapse time, using coordinated universal time or local time that “begins at midnight and ends 24 hours later at the next midnight: - Calendar Day

Carriage of passenger may be refused_____ All of the above.

Carriage of ammunition and implements of war is subject to restrictions of the _____
▪Chicago Convention

Commercial passengers may only be allowed visit to the flight deck while airplane is on ground and during the cruising period- false

Cosmic radiation is greater at : higher latitutes towards the Earth’s magnetic poles & when flying at higher flight levels: a & b are correct

Crewmembers shall not act as operating crew if - A and B are correct

Crewmembers shall not commence a flight duty period with a blood alcohol concentration level of - 0.4% or greater.

Crewmembers shall not consume alcohol for a minimum period of ___ before reporting for any form of duty and until such time the flight duty period has ended
▪ 24 hours

Crewmembers shall not consume alcohol in public places
- anytime while in uniform

Crewmembers must not bring on a flight baggage or sealed gifts on behalf of a third party. Violation of this regulation may be subject to:

▪Dismissal from the company

Cosmic Radiation is greater at- a and b are correct
for combine
Depicted on an Instrument Approach / SID / STAR Chart, it provides 300m or 1,000FT obstacle clearance within a 25NM radius from a reference point - MSA

Distinct repeated swiitching on and off of the landing lights would mean: Urgency Signal

First class medical certificate for and ATPL holder must be valid for _____ - 6 months

Flight crew or jump seat passengers may use mobile phones during _____ - Before aircraft commences pushback
2
Flight crews are required to use ___, when conducting a walk around of the aircraft
- earplugs
- ear defenders
▪Either a & b

Flight crew records on flight duty and rest time shall be retained for - 24 months

Flights operated to ascertain the airworthiness of an aircraft or its systems — Test Flight

Flights where an airplane is flown from the manufacturer’s facility to the company’s home base or vice versa is called a _____ Delivery Flight

For charter flights, what is the maximum flight deck duty time per pilot? ——— 8 hours

For Combined domestic and international mixed operations, flight duty and rest period requirements are based on
▪ international operations

For determining whether a point on the route is beyond _____ to an en-route alternate, an approved all-engine-operative (AEO) speed should be selected 60 minutes

For domestic flight operations, the maximum flight time of flight crew shall not exceed
- 1000 hours in any calendar year
- 100 hours in any calendar month
- 30 hours in any seven (7) consecutive days
▪ All of the above are correct

For over water flights, the MOCA is - 1000ft

Fueling with one engine running is permitted in exceptional cases, on condition that - Fueling with one engine running is not allowed

Generic terms referring to airspace, route(s), procedures where minimum navigation performance requirements (RNP) have been established - RNP- Airspace

Home reserve duties require that the crewmember be contacted up to _____ prior to commencing the reserve - four hours

If a sick passenger is determined to be in need of medical assistance upon landing at airport of the planned destination, this is categorized under - Sick passenger category 1

If a suspicious device is found, it should be relocated to the Least Risk Bomb Location (LRBL). The flight crew shall refer to the procedures from the - FCOM/QRH

If for technical reasons a fleet is unable JV to comply with a specific policy described within the FOM due to a conflict with an operating procedure described in the FCOM for the relevant type, which manual shall be followed - FCOM

If ground to cockpit communication is not available for some reason, the - PIC and ground engineer shall meet prior to departure for briefing on hand signal

If two destination alternates are required, the alternate fuel should be sufficient to proceed to the alternate that requires the _____of alternate fuel - greater amount

If windshear is predicted or encountered, which procedures shall be followed?
▪FCOM

In aircraft marshalling, “Hand Crossed Overhead with Clenched Fists” means____: immediate stop

In assessing Disrupted Passenger, threat Level 1 means
▪ Disruptive behaviour

In assessing Disrupted Passenger, threat Level 2 means- Physically-abusive behaviour

In assessing Disrupted Passenger, threat Level 3 means- Life-threatening behavior

In assessing Disrupted Passenger, threat Level 4 means- Attempted or actual breach of the flight deck

In an emergency situation that requires immediate decision and action, the PIC may: b and c are correct

In augmented operations, the flight crew may be extended to 18 hours in a 24-hour consecutive period with:
- With additional one extra pilot qualified to act in the crew position
- Provided a seat or a bunk is available for use as a flight relief facility
- a & b are correct

In augmented operations, the flight crew may be extended to 22hours in a 24-hour consecutive period with:
- a & b are correct

In case of aircraft accident or serious incident, who is authorized to speak to the media? The PAL Corporate Communiction Department

In case of aircraft accidents, who assumes the jurisdiction over an investigation? - state where the accident took place

In cases of illness on board, whose medical advice shall be given priority?
▪MedAire doctors

In case of serious medical illness on board where "emergency medical supply kit" is used, that medical kit should be replenished — at the home base

In case of serious illness on board where a sick passenger needs immediate medical assistance, the PIC shall all take into consideration - All of the abovei

In Class A airspace
,_____ IFR is permitted

In Class B airspace - a and b are permitted

In order to minimize the effects of human body diurnal cycle or rhythm, crew should
- take adequate rest before flight
- take fluids regularly
- consume light snacks at approximately 3 to 4 hourly intervals.
▪All of the above are correct

In time system, universal coordinated time (UTC/Z) shall be used in all company and ATC communication: True

In the event of death on board the aircraft, which of the following is not part of the general procedures? Should there be a doctor on board, ask the cabin crew to seek assistance in determining the actual medical condition of the passenger and to make the pronouncement of death.

It is defined as meteorological conditions expressed in terms of visibility, distance from cloud and ceiling, equal to or better than specified- Visual meteorological conditions

It is defined as when the ambient temperature is near or above freezing - Wet Snow

It is used for recording each journey and the maintenance m.history of the airplane, thereby providing a means of transferring information to crewmembers about previous flights in order to ensure continued flight safety - Airplane Maintenance Log

It lists all the safety-related items for which flights are permitted even if the items are inoperative at the time of departure
▪Minimum Equipment List (MEL)

Jet streams are narrow bands with eextree high wind speeds of up to ____ that can extend several thousand miles in length with a width of several miles - 300kts

Landing lights should remain switched on _____ - Below 10,000 ft

Logo lights should be switched on at any time the aircraft electrical buses are powered during night hours below_____
▪10,000 ft

Maintaining communication channels with the company is a requirement; which is not an appropriate communication method? — Mobile Phones

MCAs are not shown in the Jeppesen Charts: False

MOCA is calculated as the highest obstacle or terrain elevation + 10% + 1,000 ft rounded off to the higher increment of 100 ft. For overwater flights, a MOCA of 1,000 ft is applied
▪ true

MORA values clear all reference points by _____ in areas where the highest reference points are 5000 ft MSL, or lower - 1000 ft

No pilot may take-off from an airport that is not listed in the oper as ations specifications unless certain conditions/provisions are met to allow the take-off - true

No pilot may take-off in weather conditions below the appropriate landing minima unless he has completed the approved reduced visibility take-off training in the previous _____ - Six (6) monthsn̂

Noise abatement procedures shall not be executed below a height of above aerodrome elevation
800 ft

Normally actual weights for passenger baggage are used in LMC calculations. Where obtaining the actual weights will result in delay, a notional value of ___ per bag shall be used. 20 kg

One of the common errors pilots should avoid is to continue the use of navigation system, which has become inaccurate or ____. - Using faulty equipment

Prisoners should be seated near exits. - False

Philippine Airlines operates under the authority of RP-CAR. When flying to other countries, which rules/regulations shall apply? - The more restrictive rule shall apply

Prior to rvsm pacific airspace entry, there is a transition airspace where atc will clear an aircraft to its rvsm entry altitude of __ feet separation
1000

Provided all normal requirements are fulfilled, non revenue passengers may be carried if such is not excluded in the certificate of airworthiness and certificate of registration. Full insurance coverage must be assured:
▪delivery flight

Report time shall be _____ at home base and the set pick-up time in outstations - 1:45 hours
Q
Route MORA is the altitude that provides reference point clearance within 10 NM of the route centerline and end fixes - True

Specifically, an incapacitation is suspected when a flight crewmember does not respond to_____
- An acknowledgement of a system malfunction

Standard call-outs shall be used for all phases of flights. These call-outs shall be referred to the applicable aircraft specific
- FCOM

The additional flight crewmembers required in order to extend the duty period of the flight crew is referred to as Augmented Flight Crew

The additional rest period requirements following a flight requiring an augmented crew shall be: 24 hours

The Authority is permitted anytime to board PAL aircraft and enter the flight deck, however, the PIC may refuse access to the flight deck if, in his opinion, the safety of the airplane will be endangered: true

The company is required to submit a report to the Authority within _____ of the time when the incident occurred and when possible, should be reported earlier giving only minimal facts.-72 hours

The company may dry lease out an airplane for the purpose of commercial air transportation to any operator of a State which is in signatory of : - The Chicago Convention

The correct minimum rest period for the flight crew shall be: - 8 consecutive hours for flight crew and 9 for cabin crew

The decision to divert a flight due to operational reasons remains the prerogative of: - joint decision of the captain and flight dispatcher

The elevation above mean sea level, of the highest point along the runway centerline is - Aerodrome elevation

The flight deck door should be closed and locked during the flight from the time all external aircraft doors are closed following embarkation until any aircraft door is subsequently opened for disembarkation except:
- when necessary to permit access and egress by authorized persons

The flight dispatch fuel calculation must be sufficient to cover the following requirements - both a & b (discretionary fuel , destination alt fuel)

The flight time limitation and rest requirements for an aircraft type certificated for two flight deck crew in any one calendar year is _____ - 1000 hours

The following persons may not be admitted to occupy the jump seat: Phil airlines sales personnel

The fuel expected to be used prior to take-off, including engine start, taxi and APU consumption will be based on the statistical taxi time, defined taxi fuel flow, and 30 minutes APU he operation. This is referred to as the _____. - taxi fuel

The fuel required to fly from aerodrome of departure to the aerodrome of destination, based on “Planned Operating Conditions” is _____. This amount includes fuel for take-off, acceleration, climb, cruise, descent, and approach up to touchdown.
▪ Trip fuel

The length of the runway declared available and suitable for the ground run of an aircraft for takeoff is - Takeoff Run Available

The list of aircraft secondary airframes that may be missing for a particular operation and pictorially indicates areas of damage to the aircraft skin and / or structure that is considered acceptable for flight is referred to as the _____ - Configuration Deviation List

The lowest altitude at which an intersection can be determined with the use of navigational aids: Minimum reception altitude

The lowest altitude which will provide safe terrain clearance at a given place - Lowest Safe Altitude

The lowest published altitude (or Flight Level) between radio fixes that meets obstacle clearance requirements between those fixes and assures acceptable navigational and radio signal coverage - MEA

The lowest published altitude in effect between radio navigation fixes on VOR airways, off-airways routes, or route segments, which meets obstacle clearance requirements for the entire route segment - MOCA

The maximum flight duty assignment, in any 24-hr consecutive period, shall not exceed
▪ 14 hours for flight crew

The minimum acceptable rating under ICAO Annex 1 on Language Proficiency is - Level 4

The minimum available runway width shall not be less than _____ unless winter operations are in place with appropriate company procedures being followed - 45M

The period from the time the airplane first moves under its own power in departing on a flight leg until it comes to a full stop for the purpose of discharging passengers or cargo, or for refuelling or for maintenance is the total Block time

The range, expressed in time, established by the State of the Operator to an en-route, alternate aerodrome, whereby any time beyond requires an EDTO approval from the State of the Operator - Threshold time

The range over which the pilot of uan aircraft on the runway centerline can see the runway surface markings of the lights delineating the runway or identifying its centre line is referred to as the - runway visual range

The regular medical examination for flight crew is conducted annually. Who is responsible for coordinating the desired dates with Medical Services - The individual pilot

The signal indicating that an aircraft wishes to give notice of difficulties, which compel it to land without requiring immediate assistance is - a and b are correct

The signal man point both arms upward, moves and extends arms outward to sides of the body and point with wands to the direction of next marshaller means _____ - proceed to next marshaller

The term describes a severe downward rush of air and its outburst of damaging winds onto or near the ground
▪Downburst

The total time from the moment an airplane first moves for the purpose of taking off until the moment it finally comes to rest as the end of the flight is the total: - Flight Time

The total time from the moment a flight crewmember commences duty, subsequent to a rest period and prior to making a flight or a series of flights, to the moment the flight crewmember is relieved of all duties having completed such flight or series of flights is the- Flight duty period

The total time spent by a flight crewmember in an operating capacity during flight time is the - Flight deck duty time

The total weight of passengers, baggage and cargo, including any non-revenue loads is referred to as the _____. Traffic Load

The training/qualification records of other Flight Operations personnel for whom an approved training program is required (201 File) shall be kept by their respective sub-department/ division head _____ - Until 12 months employee separation from PAL

The use of drugs and narcotics which have not been prescribed by a medical practitioner is: Forbidden at anytime

The use of arm rests during take off or landing, and at anytime of flight requiring hand flying is
Strongly recommended - True

The XXX and PAN are signals used when the aircraft has ___
▪ very urgent message to transmit concerning the safety of the aircraft

They exercise joint responsibility in evaluating the suitability of weather, airport and navigation facilities and for planning the most efficient flight consistent with safety - Captain and Flight Dispatcher

This is described as the maximum permissible total airplane weight at the start of the takeoff run
▪maximum structural takeoff weight

This is the maximum permissible weight of an airplane with no usable fuel - Maximum Zero Fuel Weight

This is the runway inclination expressed as percent slope and is computed by dividing the difference between the highest and lowest elevation along the runway centerline with the length of the runway:
- Runway Slope

This is the total weight of the airplane ready for a specific type of operation, excluding all useable fuel and traffic load - Dry operating weight

This program analyzes fuel usage from other operational factors like sector, flight profile, city/aircraft combination etc to identify operational trends and statistics. - Fuel Efficiency Program

Transition level is displayed on the Jeppesen charts in_____ - Both Meter and Feet

Under VFR, if flight operations are undertaken in a designated mountainous area, the minimum altitude requirements shall increase to — not less than 2,000FT, above the highest terrain or obstacle

Until a flight crew member received a rest period of eight (8) consecutive hours on the ground, that crew member is considered to be on?
▪ Continuous Duty Aloft

What altitude refers to the highest obstacle or terrain elevation + 10% + 1000 ft rounded off to the higher increment of 100 ft. For overwater flights, a MOCA of 1,000 ft is applied. - MOCA

What is the “Code” for passengers suffering from incontinence, mentally unstable, or requiring inflight oxygen, premature babies, those with actively contagious or communicable diseases: MEDA

What is the “Code” for passengers who can ascend / descend steps and make their own way to / from their cabin seats but cannot walk long distances. WCHR

What is the “Code” for passengers who CANNOT ascend / descend steps but can make their own way slowly to / from their cabin seats - WCHS

What is the maximum flight duty time of flight crew, in any 24 consecutive hour period ?
▪ 14 hours

What is the official language used for all operations? English

What is the standard weight allowance for international and any flights involving at least 2 nights away from home base - 105KGs

What is the standard weight allowance for all flight crew members for domestic and regional flight- 80kgs

When an ATC clearance has been obtained, unless receiving or obtaining an amended clearance,
the PIC may deviate from the clearance given, in case of an emergency - True

When communicating with ground crew for engine start & pushback, the Interphone System shall be used.

When conducting LVO or an approach with thick cloud cover, strobe lights are recommended to be - Switched off

When conducting VFR operations by day, all flights shall be flown at an altitude not less than 1000ft

When departing from an aerodrome without an operating control tower, the pilot shall comply with established traffic patterns. For departing turbojet, turbofan, or large aircraft,
the aircraft shall climb to _____ as rapidly as practicable. - 1,500ft

When safety violations by ground service personnel occur (e.g. opening of cargo doors with engines running, ramp maneuvering traffic violations, missue or ground support equipment, etc.), who will assume the principal role in any investigation and follow-up? The Airport Operations Department

Whenever a flight crewmember in a field reserve is given a flight duty, a replacement field reserve will only occur if the remaining reserve duty period is More than 2 hours

Whenever a member of the crew has doubts about the fitness or capacity of another crewmember, it shall be treated as a potential flight safety issue. It is incumbent upon them to raise such concerns with either the PIC or senior CA as appropriate. To assist in the decision-making process as to whether the crewmember is fit to proceed or continue with their duty, the PIC and senior cabin crewmember should seek the advice of:
- PAL Medical
- MedAire
▪B & C are correct

Where there is no marked variation in the visibility by direction, the minimum is given in meters. Where there is a marked directional variation, however, the reported minimum will be followed by one of the eight points of the compass to indicate its direction, e.g. ‘4000NE’. This is referred to as: horizontal visibility

Which is not a hazard presented by thunderstorms?- Fog

Which of the following devices are shall not be used in the flight deck? - MP3 player - Personal Computer - Computer Games
▪All of the above

Who has the authority to reject an aircraft prior to each flight if he is dissatisfied with any aspect of the airworthiness and maintenance status of the aircraft or the documentation: - The PIC

Who is responsible for informing the division office of the Pilot’s scheduled regular medical exam? - The Individual pilot

Who is responsible for notifying the appropriate authority and all other official agencies concerned in cases of accidents? - The PIC

Who will assist the cabin crew in using restraining device to a passenger? - None of the above is correct

Who will authorize one-engine-inoperative ferry flight: - a and b are correct (PAL Director of Operations & SAVP Aircraft Engineering)

Wing lights may be used on the ground but is discouraged to be used during _____ - Taxi

Within any 24 consecutive hours, what is a flight crewmember’s minimum rest for duty period of 8 hours or less prior to commencing a flight duty period? 9 consecutive hours

HOT WEATHER OPERATIONS

Air density decreases with: (Choose all that apply) b) altitude increase c) humidity increase d) barometric pressure decrease

An increased flap selection for the approach procedure will result in a _____ approach speed and _____ the amount of braking required. – lower, reduce

As density altitude increases, the true airspeed of an aircraft will be _____ Indicated Airspeed during take-off and landing. – higher than

Choose the correct statement. – True airspeed increases 2% per thousand feet of altitude in relation to indicated airspeed.

Complete the statement: As temperature increases, density altitude _____ and aircraft performance _____. -- Increases, decreases

Density altitude for a given location is calculated based on: (Choose all that apply) – b) temperature d) pressure

During quick turnaround, the energy absorbed by the brakes after each landing is: -- cumulative.

During quick turnarounds, what are some considerations for keeping the brakes cool during the turnaround?(Choose all that apply) -Taxi single engine, if possible and approved by FCOM/SOP, Apply short deliberate brake applications, The use of cooling fans

Following a low speed rejected takeoff your flight taxis back to the gate for maintenance action. After a short

delay including the maintenance rectification you push back for departure, the brakes are still very warm but within limits. What are some considerations for keeping the brakes cool? Choose all that apply. – a) Taxi single engine, if possible b) Apply short deliberate brake applications d) keep the landing gear extended after takeoff

Go around performance may be affected by high density altitude airports. To mitigate the effects, crews should consider: (choose all that apply) – c) plan the approach and landing with reduced flap settings d) turn the air conditioning packs off or run the packs off of the APU

High density altitudes affect performance as follows: (choose the correct statement) – true airspeed increases requiring more thrust on takeoff and more braking on landing.

Low density air (high density altitude) causes: (choose all that apply) - b) take-off distances are increased c) shallower take-off climb performance

The energy required to accelerate or decelerate an aircraft under high density altitude conditions is: - proportional to the square of the speed.

The aircraft has completed three approaches within a relatively short period. The brakes are still very warm but within limits. What are some considerations for keeping the brakes cool? (Choose all that apply.) -- Taxi single engine, Use idle reverse thrust, if possible

To achieve better cabin cooling during ground operations: the APU should be used as the air source for the ac system.

To achieve better cabin cooling during ground operation: — the APU should be used as the air source for the air conditioning system.

To fulfill an ATC request, you are now near the maximum recommended flight level. (Choose the correct statement) -- This is a concern because even though you are currently below the maximum altitude if the flight path will take you into warmer air the maximum cruise altitude may be reduced. The airplane may not have sufficient thrust to maintain the necessary airspeed.

- To fulfill a÷n ATC request, you are now near the maximum recommended flight level. (Choose the was as
- correct statement) -- This is a concern because even though you are currently below the maximum altitude if the flight path will take you into warmer air the maximum cruise altitude may be reduced. The airplane may not have sufficient thrust to maintain the necessary airspeedhigh density

To minimize brake temperatures after landing and taxiing to the gate: (choose all that apply) -- a) select longer runways and use lower brake settings b) consider single engine taxiing /c) choose maximum flap setting to minimize runway usage

To minimize brake temperatures after landing and taxiing to the gate: (choose all that apply) -- a) select longer runways c) choose maximum flap setting to minimize runway usage

To promote maximum cooling inside the aircraft, which of the following actions should be considered? -- All of the options.

When atmospheric conditions are warmer than standard atmosphere: - maximum cruise altitude maybe reduced to below optimum

When operating in blowing sand and dust:—avoid the use of reverse thrust when possible.

When operating under conditions of low air density, the following will occur: -- All of the options.

Which of the following factors will not contribute to increased brake temperature during taxi in hot weather operations? -- Headwind.

Which of the following factors will aid in cabin and flight deck cooling when parked in hot “ conditions?(Choose all that apply) -- b) Turning off all unnecessary electrical equipment ex d) Extend all window shades and open all gaspers

Which of the following statements are true? -- Consideration should be given to wind direction when starting engines.

You have planned a high flap, low auto brake landing to a high density airport. While landing the aircraft floats and lands beyond the normal touchdown zone. Runway length remaining is not a factor however, you elect to disengage the auto brake and aggressively add manual braking to slow for the “normal” exit point. You can expect: -- the brakes to be abnormally hot

ILS PRM

A “blundering” aircraft begins to stray from its localizer but has not entered the NTZ. There is an aircraft on the adjacent ILS. The monitor controller has issued a warning to the “blundering” aircraft - The “Blundering” aircraft should return to the path without making a call on the monitor’s frequency.

A breakout instruction- applies to the threatened aircraft

A descending breakout instruction will in only be given if there are no other options available. The ‘descend to’ altitude may be below the minimum vectoring altitude at the controllers discretion - False

A primary tower controller and a monitor controller are assigned to each runway. Which of the following statements are true - The primary and monitor controller will transmit on both frequencies. The flight crew must monitor both approach frequencies but only transmit on the tower frequency

All breakouts: are to be hand-flown

-

The volume levels should be set to approximately the same levels on both radios, so that the flight crew will be able to hear transmissions on at least one freq if the other is blocked

As you approach the airport, you determine that you only have one operative communications receiver and that your ILS glidepath receiver is not working - You cannot execute the ILS/PRM approach

Before conducting a PRM approach- the flight crew must have completed the required training

Breakouts can be flown with or without the automation provided the aircraft can be maneuvered quickly - False

Breakout procedures require ___ missed approach procedure for the runway in use - a different

During an LDA/PRM approach past LDA minimums, the LDA aircraft can assume that ATC will retain responsibility for - None of the options

During ILS/PRM approaches, both aircraft are flown normally to ILS minimums and - visual contact with the adjacent traffic is not a requirement.

During LDA/PRM (SOIA) approaches, the LDA aircraft may be paired with an adjacent ‘ILS’ aircraft - Visual contact with the adjacent aircraft is a requirement to continue the approach past the LDA MAP. The LDA aircraft must call ‘TRAFFIC IN SIGHT’ and ensure that the ILS aircraft and runway will remain in sight

During LDA/PRM (SOIA) approaches, the LDA aircraft may be paired with an adjacent ‘ILS’ aircraft. The LDA aircraft has visual contact with the paired aircraft and runway before the MAP point - The LDA aircraft shall broadcast ‘traffic in sight’ at the MAP point and then maneuver to align with the runway. The tower controller is not obligated to acknowledge the broadcast.

For airports conducting ILS/PRM approaches to one runway and LDA/PRM approaches to a parallel runway (SOIA), the No Transgression Zone (NTZ) ends 0.5 miles beyond the end of the runway - False

For airports conducting ILS / PRM approaches to one runway and LDA / PRM approaches to a parallel runway (SOIA), the No Transgression Zone (NTZ) ends - at the LDA MAP.

Following the monitor controller’s turn instruction while complying with a TCAS RA - is required for lateral or turning instructions

If your flights GPWS warning is triggered after an ATC descending breakout instruction - The GPWS warning must be respected since you have likely descended at a greater rate than expected by ATC and risk a CFIT

If ATC advises the aircraft conducting the LDA PRM approach that there is traffic on the adjacent ILS, the LDA aircraft can proceed past the LDA MAP for a landing if - The ILS traffic is visually acquired and reported ‘TRAFFIC IN SIGHT’ to ATC, and the runway environment is in sight

If ATC later assigns the same runway, non PRM approach- consider it briefed provided the same minimums are utilized.

In a SOIA procedure (simultaneous ILS PRM and LDA PRM approaches), the course separation rather than the runway separation - Meets FAA criteria for closely spaced (PRM) approaches

In preparation for PRM approaches - Pilots shall ensure that all crew members have been adequately trained, the aircraft meets the minimum requirements for conducting the approach and should brief the PRM approach charts including the ‘Attention All Users’ page

On an LDA / PRM (SOIA) approach, expect to see the ILS aircraft - in front of your position

Past the LDA MAP, flight crew on the LDA aircraft will be responsible for: visual separation, own wake turbulence separation

Pilots may fly the ILS PRM approach - By hand or by using the autopilot, but the breakout must always be hand-flown

To land at an airport where PRM approaches are being conducted - ATC must be made aware of a crews inability to participate in PRM approaches well in advance and in accordance with local procedures

Pilots may fly the ILS PRM approach: - By hand or using the autopilot, but the breakout must always be hand-flown

Prior to conducting a PRM approach - (multiple answers) Flight crew must ensure that the aircraft has no operational restrictions or Minimum Equipment List (MEL) items preventing the approach.
Determine whether all members of the flight crew are qualified to fly the approach.
During the briefing, refer to the ‘Attention All Users’ Page (AAUP) for the ILS/PRM approach charts

The SOIA LDA/PRM procedure can be thought of as - An instrument approach with a visual segment

When conducting closely spaced PRM approaches, the secondary monitor control frequency is - used by the pilot to monitor ATC.

When conducting closely spaced PRM approaches, the secondary monitor control frequency is: uses by the pilot to monitor ATC

When conducting SOIA simultaneous ILS PRM and LDA PRM approaches, aircraft are paired. Prior to reaching the LDA MAP the aircraft conducting the LDA PRM approach will always be positioned by ATC - To the rear of the ILS aircraft

When issued by ATC, all ‘BREAKOUT’ procedures must be hand-flown - True

INTRODUCTION TO COMMAND

During a flight, rest and duty periods will be assigned by the _____ - commander

In the absence of the commander, responsibility for the safe and efficient operation of the aircraft will rest with the _____ - senior first officer

_____ is the ability to effectively prioritize and sequence the task required for the safe operation of a flight, while ensuring an equitable distribution of workload amongst the crew - workload management

_____ is the ability to resolve disagreements or misunderstandings in order to achieve a solution for all parties involved - conflict resolution

Leadership is defined as: - leadership is the process of social interaction to enlist the aid and support of the others in the accomplishment of common task

Particular command elements, including knowledge, skill, and _____, are critical to the Senior first officer position - crew resource management

The rank of _____ is used to describe a pilot who has passed all the requirements to become a commander, but is waiting for a position to become available in order to obtain their command line check - senior first officer

The rights and responsibilities of an aircraft commander are defined within the following documents - national aviation regulation / company manuals.

When acting as the relief commander, the senior first officer is responsible for the decisions made with respect to: - all of the options

Within the communication model, _____ may include such factors as semantics, syntactical errors, or the environment - noise

Barriers to communication that can be found onboard the aircraft include: - All of the options

Effective communication depends on the _ of the communicator. - all of the options

The primary goal of Crew Resource Management is enhanced _. - situational awareness

_____refers to the accurate perception of the factors and conditions affecting the aircraft and flight crew during a specific time perios - situational awareness

LNAV-VNAV Minimaoccur at a fix

Changes in RNP value must occur at a fix - True

RNP APCH is only authorized with GNSS updating - false

RNP approaches with LNAV or LNAV/VNAV minima are based on - barometric altitude information

The approach plate lists only LNAV minima, therefore the crew must l use advisory vertical guidance - false

When the operation is predicate on the availability of ABAS, the pilot should perform a new RAIM availability check if the ETA is more than __ minutes different from the ETA used during the preflight planning -

Jeppesen Flight Planning Exam JCL

Additional fuel allows the airplane to descend as necessary and proceed to an alternate aerodrome in the event of emgine failure or loss of pressurization whichever requires the greater amount of fuel bases on the assumption that such failure occurs at the most critical point along the route -True

Additional fuel allows the airplane to descend as necessary and proceed to an altenate aerodrome in the event of engine failure or loss of pressurization, whicever requires the greater amount of fuel based on the assumption that such failure occurs at the most critical point along the route. TRUE

An alternate airport at which an aircraft would be able to land in the event that a diversion becomes necessary while en route - Enroute Alternate

An alternate airport at which an aircraft would be able to land should it become either impossible or inadvisable to land at the airport of intended landing — DESTINATION ALTERNATE

An alternate airport at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the airport of departure - Takeoff Alternate

A flight shall be planned not to exceed the aircraft structural weights - True

An operational flight plan shall be compliant with the fuel policies defined in the operations manual. -- TRUE

Contingency fuel is carried to compensate for extended taxi times before take off. – TRUE

Flight planning shall always consider the operational procedures and limitations required by the MEL and/or CDL. -- TRUE

Fuel expected to be used prior to take-off, including engine start, taxi and APU consumption. It will be based on the statistical taxi time, defined taxi fuel flow, an 30 minutes APU operation - Taxi Fuel

Fuel penalties of deferred maintenance items and/or configuration deviations are reflected in - Additional Fuel

Fuel penalties of deferred maintenance items and/or configuration deviations are reflected in: Additional fuel

Fuel required to fly 30 minutes at holding speed at 1500 ft (450m) above destination alternate airport elevation in standard conditions, calculated with estimated weight on arrival at the alternate. – Final Reserve Fuel

If two destination alternates are required, alternate fuel shall be sufficient to proceed to the alternate which requires the greater amount of fuel. - TRUE

In the OFP performance correction factor, a plus sign indicates that the aircraft is above manufacturer’s standard. – FALSE

It is a company requirement to note the reason for carriage of extra fuel on the OFP- True

It is company requirement to note the reasons for carriage of extra fuel on the OFP. — TRUE

It is not permitted to plan an IFR flight to an airport without alternate airport - TRUE

OFP timings are based on UTC - True

Overwater Drift down uses user specified enroute alternates and Equal Time Points (ETPs) along the primary flight path, and reports MORA heights along the forward and backward path from each ETP to each associated enroute alternate. -- TRUE

Reflects extra fuel whenever economical tanking is applied. - Discretionary fuel

Safety is paramount to all other considerations in flight planning. -- TRUE

Tanker fuel for non-refuelling stations is reflected in: Additional Fuel

The alternate shall have available necessary services and facilities, and it shall be operational at the expected time of use. — TRUE

The alternate shall have availability necessary services and facilities and it shall be operational at the expected time of use - True

The amount of fuel to allow an airplane engaged in EDTO to comply with EDTO fuel critical scenario. - EDTO fuel

The destination alternate must be specified in the OFP and ATC flight plan. -- TRUE

The distance to the alternate aerodrome is determined by planning for the most probable route - True

The Overwater Driftdown feature is designed to determine the critical fuel shortfall for a given flight and address it by ensuring that enough fuel exists on board for the worst-case scenario, even at the expense of payload. - TRUE

The PIC of a flight shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome m result in landing with less then planned final reserve fuel. - TRUE

The take-off alternate for two-engine aircraft shall be located within one-hour flight time at a one-engine-inoperative cruising speed in still air, standard conditions, based on the actual take-off weight - true

The total fuel required for the flight - Block fuel

The PIC of a flight shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when having committed to land at a specific aerodrome the pilot calculates that any changes to the existing clearance to that aerodrome may result in landing with less than planned final reserve fuel - True

To provide and easily determined value of final reserve fuel, an approximate value applicable to each aircraft type is indicated in the OFP - True

What are the enroute limitations based on PACAR 8.7.2.6. – All of the Above

Long Range Navigation

During the pre-flight inspection, aircraft ___ must be properly synchronized and check - clocks

Flight crew can expect to receive a Mach number assignment as part of their oceanic clearance when operating in NAT High Level Airspace (NAT HLA) - True

For the westbound Organized Track System (OTS), the northern-most track is labeled 'A' - True

If an aircraft is unable to continue its flight in
accordance with its ATC clearance
- a revised clearance should be obtained whenever possible and prior to initiating any action

In the North Atlantic (NAT), High Frequency (HF) air-ground voice communication is between pilots and ___ - aeradio operators

On initial High Frequency (HF) contact with an aeradio station, pilots will be advised of ___ HF radio frequencies
- primary and secondary

On the NAT HLA, should HF communication capability be degraded or lost, the crew should - all of the options

PBCS Lateral Separation Standard in Gander Oceanic is - 23nm

RNP 4 accuracy is accomplished similar to that for RNP 10, although constant GPS updating is required - True

The ASEPS Trial separation minima will provide __ nm longitudinal separation for aircraft on the same-track or intersecting tracks provided the relative angle between the tracks is less than 45 - 14

The Track Message Identification (TMI) number can be found in the North Atlantic Organized Track System (NAT OTS) message - True

To meet the requirement for lateral and longitudinal navigation accuacy under MNPS and PBN certification, aircraft must be equipped with one fully serviceable Long Range Navigation Systems (LRNS) - False

Westbound North Atlantic Organized Track System (NAT OTS) is created and coordinated by Gander - False

When using High Frequency (HF) radio, a ___ signal is less susceptible to interference from atmospheric disturbances - single sideband

Low Energy Go-Around

A stabilized approach is a key factor in enhancing the flight crew's situational awareness - True

The requirements to be met in order for an approach to be considered stabilized should be defined in company documents as there may be variations between aircraft types and the type of approach being flown - True

Approximately 70% of rushed and unstable approaches involve an incorrect management or the aircraft's energy level, resulting in an excess or deficit of energy - True

The minimum stabilization height constitutes a particular gate along the final approach. This height is generally accepted as - 1000ft AGL IMC/ 500ft AGL VMC

If an increasing performance (headwind) shear is encountered (airspeed increasing), the airplane may tend to _____ the glide path - balloon above

If a decreasing performance shear, also known as a tailwind shear, is encountered (airspeed decrease) the airplane may tend to _____the glide path. - descend below

Flight crew induced actions can also result in aircraft energy management situations. Which of the following actions could result in increased aircraft energy states? - All of the options

Inadequate use of automation can also result in an unstable approach. Improper Flight Management System (FMS) programming, mode selection, and over reliance on the automation with no cross checks may leave the flight crew vulnerable to an unstable situation - True

High aircraft energy states make it difficult for the flight crew to slow the aircraft to the appropriate flap selection or approach speeds, which can lead to the aircraft crossing the threshold either _____ or _____ resulting in a landing beyond the normal touchdown zone - high/fast

Fatigue at the end of a long flight or duty period can play a role in leading to an unstable approach and landing. Fatigue can result in which of the following? - All of the options

Use of visual guidance aids such as a Precision Approach Path Indicator (PAPI) or Visual Approach Slope Indicator (VASI) is important to maintain a stable approach when transitioning from IMC to VMC - False

Once the descent has been commenced, the descent profile should be closely monitored and if deviations from the required profile occur, corrective action should be made _____ to re-establish the desired path - In a timely manner

An integral part of the approach briefing is preparation for a go-around. This should include - All of the options

Effective crm is important in establishing and maintaining a stabilized approach and landing. Effective monitoring and feedback by the monitoring pilot is vital in the crews ability to identify and react to any deviations from the stabilized criteria - True

An important factor in establishing good crew situational awareness during the approach and landing phases is a complete approach briefing. It should be completed prior to the Top of Descent (TOD) and cover items such as the arrival and approach procedure , landing configuration, and ground taxi procedures - True

Industry studies have shown that approximately _____ of approaches outside the stable criteria are continued to a landing - 95%

The hazards associated with a go-around after touch-down include - All of the options

Flight crew start the go-around by pitching up, followed by application of full thrust. Acceleration due to this rapid and significant increase in thrust can create the sensation that pitch up trim is too high. In the absence of external visual references and visual monitoring of instruments, somatogravic illusions may lead the Pilot Flying to _____ the aircraft's pitch attitude - decrease

The low energy landing regime is defined as - All of the options

Go-arounds are often poorly performed. Potentially hazardous go-around outcomes include - All of the options

A rejected landing (also referred to as an aborted landing) is defined as a go-around maneuver initiated after touchdown of the main landing gear or after bouncing. A rejected landing is a hazardous procedure, and the option for the flight crew to do so is open until - Reverse thrust is selected

Refraction effects caused by rain on the windshield can lead the flight crew to believe that the aircraft is higher on the approach path than it actually is.

An attempt to commence a go around oir balked landing while in the low energy landing regime is a high risk, undemonstrated maneuver. Pilots should be aware that ground contact is likely and any attempt to commence a climb before the engines have achieved go around thrust may result in a stall. True

The aircraft is considered on a stabilized approach if: All of the options.

The lack of _____ is the leading risk factor in approach and landing accidents and is the primary cause of runway excursions during landing. A go around decision

Once through the initial portion of the shear, the opposite shear effect may occur: True

Throughout the descent, consideration should be given to the next point or gate. The next target point or gate is any required combination of: a position and ____. All of the options

In case of a more severe bounce, or inadvertent touchdown during a low energy go-around do not attempt to land, as the remaining runway length may not be sufficient to stop the aircraft. The following generic go-around technique can be applied: All of the options.

Ground contact is likely during a go-around or balked landing while in the low energy regime. True

LPV Minima

- LPs are precision approaches with ABAS lateral guidance - False

LVOP/Low VisibilityOperations

A missed approach must be initiated when any of the following conditions exist:
- insufficient visual reference at DH
- Automatic landing cannot be safely accomplished within touchdown zone.
- Both

A Low Visibility Operations Plan (LVOP) is activated by the airport operator when visibility is reduced below _____.
- specified limits

Airport certification requires runways to be equipped as follows: (choose all that apply)
- runway markings, RVR installations
- high intensity lighting
- runway centerline lighting

A Low Visibility Operations Plan (LVOP) is activated by the airport operator when visibility is reduced below - specified limits

Airport certification requires runways to be equipped as follows: Runway markings, RVR installations & Runway centerline lighting, High Intensity Lighting (multiple answers)

All CAT II approach must be conducted in accordance with _____, irrespective of actual weather conditions and wether operational or simulated.
▪**LVO**

An Alert Height is applicable to:
- CAT III ILS approaches.

An aerodrome shall not be designated as a takeoff alternate, unless, according to appropriate weather reports indicate that _____, the weather conditions will be at or above the applicable weather minima. - both

An autoland is ___ for a CAT II approach. - Recommended

An autoland is ___ for a CAT III approach - Mandatory

Anytime a simulated autoland is conducted by the crew in an unprotected enviro
nment, it will engender ___ risk than one conducted when low visibility procedures are in force. - significantly more

Checklists should be accomplished when the aircraft is _____
▪ Stopped

Consider extra fuel for possible approach delay.
▪ Yes

For CAT II and CAT III approaches with a DH, the conditions required at DH are: (choose all that apply)
- Visual references should be adequate to monitor the continued approach and landing
- Flight path should be acceptable

For CAT II, visual reference required to contain at least,___ consecutive lights.
▪ three

For CAT IIIB, the visual reference m ust be at least ___ centerline light. - one

ICAO recommends that no fixed obstacles or objects, other than visual aids, are installed on the runway strip, within _____ of the runway centerline - 200ft (60m)

If a lower t/o minimum is approved, a ___ airport must be available for use.
▪ takeoff alternate

If an estimate in a previous report varies by 3 min or more, a revised estimate is required unless:
- The aircraft has ADS-B
- Reporting is via ADS-C
- The aircraft is RADAR identified
- aircraft speed is less than Mach 0.80

If an equipment failure occurs in one of the redundant parts of the Automatic Landing system during the approach above the Alert Height
- A missed approach must be conducted

If the required visual reference is lost after passing the DH on a CAT II approach before touchdown, _____-conduct a missed approach

If the required visual reference is lost after passing the DH on a CAT II approach after touchdown, _____
▪ continue the landing

If the visual references are lost after touchdown:
- the rollout should be continued with the autopilot in ROLLOUT mode.

In most jurisdictions, DH is determined by

- Height as measured and displayed by Radio Altimeter

___ is the elevation of the highest point in the touchdown zone. Runway Elevation

___ is the height above the runway, based on the characteristics of the airplane and it's fail operational automatic landing system, above w/c a CAT III approach would be discontinued and a missed approach initiated if a failure occurred in one of the redundant parts of the automatic landing system, or in the relevant ground equipment. - Alert Height

___is the wheel height above the runway elevation by which a go-around must be initiated unless adequate visual reference has been established.
▪ Decision Height

Low visibility operation's prerequisites require pilot training, aircraft certification (and)
- Operator must have approval by its' regulating authority, by any other foreign regulating authority where it is conducting low visibility operations and the airport must be certified.

Low visibility operations procedures are generally put into force at aerodromes authorized for ____ operations when RVR falls below 400m and/or cloud base falls below 200ft. - CAT II and III

Low visibility operations requires pilot training in the following fashion:
- The flight crew must be trained and qualified in accordance with company and regulatory requirements for low visibility operations

No PIC may commence takeoff when the RVR, or cloud ceiling, where required, is ____ the minima specified for takeoff: - below

On CAT III approaches with no Decision Height, the landing roll must be continued if a loss of Required Visual Reference occurs after touch down - True

Pilots are permitted to cross over the red stop bar lights once a clearance onto the runway has been received - False

Practice of autoland at all Philippine Domestic ILS-equipped airports is _____. - not permitted

Prior to take-off, the flight crew must positively identify the assigned runway. This can be accomplished by referring to - All of the options

Runway centerline lights colours are
- White, then alternating red and white, then solid red

_____ is the elevation of the highest point in the touchdown zone. - Runway Elevation

Set autobrake _____ - as required

Taxi speed should be _____ than normal.
▪ slower

The aircraft is stopped at the CAT II/III hold line on the taxiway. Clearance to line up has been received. The crew:
- must not cross the hold line if the red stop bar lights are illuminated.

The airport marker(s) located on taxiways where the taxi way enters a NAVAID critical area or where aircraft on the taxiway would violate ILS approach airspace (including POFZ). (Choose all that apply)
- A & B (multiple answers)

The hierarchy for take-off visibility includes:
- RVR
- aerodrome visibility
- pilot visibility

- All of the options

The minimum required equipment needed for low visibility approaches are listed in
- FCOM/AOM and Minimum Equipment List

The take-off alternate must be within a distance that can be flown in 60 min at the - One-engine inoperative cruise speed

Transmissometer systems are located to provide Runway Visual Range (RVR) measurements on these sections of a runway - Touchdown Zone (TDZ), Runway Mid-Portion (MID), Rollout Portion or Stop End (RO)

What concept is used when taxiing in low visibility conditions?
▪Be seen Concept

When 3 transmissometers are installed, rollout ___ - provides advisory information

When 3 transmissometers are installed, touchdown and midpoint are _____ -controlling

MNPS/PBN Gander Oceanic

North Atlantic and High Level Airspace

Aircraft and flight crews that have been certified for NAT HLA operations are considered certified for CMNPS operation. - TRUE

As with SATCOM voice usage, pilots using data link communications for regular ATS communications in the ICAO NAT Region remain responsible for operation SELCAL, including completion of SELCAL check, or maintaining a listening watch on the assigned HF frequency -True

ASEPS using Space Based ADS-B allows separation minima which provides _____ nm longitudinal separation for aircraft on same track or intersecting tracks
provided the relative angle between the tracks is less than 45. – 14

CPDLC, FANS 1/A and ADS-C are not required for operations on PBCS Tracks using 50 nm lseparation.
-False

During the pre flight inspection, aircraft ____ must be properly synchronized and check - clocks

Eligible aircraft for participation in the ASEPS Tria will _____specifications. - RNP4/RCP240/ADS-B/CPDLC

Flight crew can expect to receive a Mach number assignment as part of their oceanic clearance when operating in NAT High Level Airspace (NAT HLA) - True

Following receipt of the “RESUME NORMAL SPEED” message via CPDLC, crews must only advise ATC if – they intend to adjust their speed by plus or minus 0.02 Mach or more from their last assigned speed

For a North Atlantic (NAT) flight that passes North o f 70N longitude, position reports are normally required when passing each ___ of longitude - 20

For High Frequency (HF) radio transmissions, as a rule of thumb, when a choice of frequencies is possible, HFs should be used when the sun is higher - True

For operations on PBCS Tracks using 50 nm and/or 5 minute longitudinal separation, aircraft must be capable of demonstrating use of:
- CPDLC
- ADS-C
- FANS 1/A
- all of the above.

For some FMS systems, the input of waypoints containing whole degrees of latitude and waypoints containing half-degrees of latitude may result in identical 7-character FMC and waypoint map displays - True
7

For some FMS systems, the input of waypoints containing whole degrees of latitude and waypoints containing half-degrees of latitude may result in identical 7-character FMC and waypoint map displays. Extra vigilance is required when verifying the route and when approaching enroute waypoints due to the possibility of:
▪ GNEs

For the westbound Organized Track System (OTS), the northernmost track is labeled ‘A’ - True

HF Radio transmission range is affected by time of day and frequency use. As a rule of thumb, when a choice of frequencies is possible,
- Sun up, frequency up
- Sun down, frequency down
- Both A & B are correct

If an aircraft is unable to continue its flight in accordance with its ATC clearance
▪ a revised clearance should be obtained whenever possible and prior to initiating any action.

unable If an aircraft is unable to continue its flight in accordance with its ATC clearance, and prior re-clearance cannot e crew shall leave the cleared route or track by turning at least ____ right and maintain a parallel route offset of .

unable If an aircraft is unable to continue its flight in accordance with its ATC clearance, and re-clearance cprior annot be obtained, the crew shall leave the cleared route or track by turning at
__ rightleast ___ right or left and maintain a parallel route offset of ____nm until below FL290 -30/5 3330/530/530/5
If an estimate in a previous position report varies by 3 mins or more, a revised estimate is required unless:
▪ Reporting is via ADS-C

In the North Atlantic (NAT) , High Frequency (HF) air ground voice communication is between pilots and _____. - aeradio operators

In the NAT HLA, should HF communications capability be degraded or lost, the crew should - All of the options

Normal lateral separation in the NAT HLA is 60 NM - True

On initial High Frequency (HF) contact with an aeradio station, pilots will be advised of _____ HF radio frequencies.
- primary and secondary

PBCS Lateral Separation Standard in Gander Oceanic is
▪23 nm

RNP 4 accuracy is accomplished similar to that for RNP 10, although constant GPS updating is require - True

RNP 4 requires constant GPS updating as well as CPDLC and ADS - True

RNP 10 allows ATC to reduce lateral and longitudinal separation between flights to 30 NM. - FALSE

The ASEPS Trial separation minima will provide__nm longitudinal separation for aircraft on same track or intersecting tracks provided the relative angle between the tracks is less than 45degrees. - 14

The difference between RNAV10 (the former NAV standard on the Atlantic) and RNP10 is:
- the aircraft navigation system and pilot in combination, is required to monitor the TSE, and to provide an alert if the accuracy requirement is not met

The Track Message Identification (TMI) number can be found in the North Atlantic Organized Track System (NAT OTS) message - True

The Track Message Identification (TMI) number, found in the North Atlantic Organized Track System (NAT OTS) message

ensures that the operator has the correct OTS message

The Westbound North Atlantic Organized Track System (NAT OTS) are always north of the Eastbound routes due to :
▪being optimized for direction of flight based on forecasted winds aloft

To comply with PBCS Standards, the following aircraft equipment and/or capability is required:
▪RNP4 / RCP240 / RSP180 / ADS-C / FANS 1/A CPDLC

To ensure compliance with the Mach number technique, during the pre-flight of the airplane, ensure that the aircraft ____ are checked. - clocks

To meet the requirement for lateral and longitudinal navigation accuracy under MNPS and PBN certification, aircraft must be equipped with one fully serviceable Long Range Navigation Systems (LRNS) - False

To meet the requirement for lateral and longitudinal navigation accuracy under MNPS and PBN certification, aircraft must be equipped with two fully serviceable Long Range Navigation Systems (LRNS), such as: - any of these

To operate in NAT MNPSA, both aircraft and flight crew must be certified by the State of Registry or the State of the Operator - True

To operate in the NAT HLA and MNPS Airspace, operators are required to ensure
- both aircraft and flight crew are certified by the State of Registry or the State of the Operator
- the aircraft needs to be able to demonstrate a high degree of vertical accuracy as well as lateral and longitudinal navigation accuracy
- they have the NAT HLA Authorization using PBN specifications for navigation equipment performance.
▪all of the above.

Use of the North Atlantic Organized Track System (NAT OTS) routes is mandatory for all aircraft
- False

Westbound North Atlantic Organized Track System (NAT OTS) is created and coordinated by Gander - False

When aircraft are out of Very High Frequency (VHF) range of a station, VHF receivers should be set to ____ MHz.
▪121.5 and 123.45

When conducting RNP 4 operations in PBCS airspace, the following surveillance and communication requirements must be met:
▪RCP 240 / RSP 180

When using High Frequency (HF) radio, a ____ signal is less susceptible to interference from atmospheric disturbances.
▪Single SideBand

With the advent of Operations Without an Assigned Fixed Speed (OWAFS), flight crews will no longer receive a Mach number assignment as part of their oceanic clearance when operating in NAT High Level Airspace (NAT HLA)
▪ False

Use of NORTH ATLANTIC TRACK SYSTEM(NAT OTS) is mandatory for all aircraft
▪False

PAL OPERATIONS SPECIFICATION (10MAY2024)

Are our Airbus A321-271NX allowed to operate Extended Diversion Time Operations (EDTO) flights? - No.

Are we allowed to perform ILS CAT IIIC approaches? - No, because ILS CAT IIIC approaches do not appear in our O

What is the maximum passenger seating capacity for our Airbus A321 with registry number RP-C9937? - 195

What is the minimum visibility for an ILS Approach on a runway equipped with Approach Lighting System with Sequenc
0.5sm/800m

What is the landing minimum RVR and Decision Height (DH) for the B777 during an ILS CAT IIIA approach? - 175 RVR

What is the minimum RVR and Visibility take-off minima when operating on a runway with only runway edge lights or ru
1,200 ft.

What is the minimum cabin crew complement for our Airbus A330? - 8

Where can we find the PAL Ops Specs? - In the Aviator Content Viewer - OPSPECS

Which item does not appear in the OpSpecs? - APU availability

Where can we find Philippine AIrlines' Operations Specifications - In Aviator Content Viewer - OPSPECS - Philippines -

Which one of the following can issue Operations Specifications? (please select all that are applicable).
- The Civil Aviation Authority of the Philippines, Foreign Regulators

POLAR OPERATIONS

A pre-departure fuel analysis should be conducted for polar operations: (choose all applicable options). - when using Jet A for flight operations in polar regions, when using any mixture of fuel types if any portion of the flight will be conducted in regions where the SAT is -65°C for 90 min or more, even if the company uses cold fuel management software.

A recovery plan is part of the ASOA. The recovery must he effected within: 48 hrs

All operations require regulatory approval prior to commencing polar flight operations. – true

Aircraft fuel systems can become impeded by water crystals in the fuel. – false

Areas of magnetic unreliability include - all of the options

As compared to water, the freeze point of jet fuel is: -- Lower

Automatic Direction Finder (ADF) will always point in the direction of the radio station regardless of whether True or Magnetic is selected - True

Check the body of the Operational Flight Plan (OFP) for areas where temperature are at or below _ C. Flight for more than _ min at low temperatures will require a fuel freeze analysis. -65, 90

Choose the correct statement about jet fuel freeze: -- Jet fuel hydrocarbons freeze at different temperatures causing hydrocarbons with the highest freezing point to solidify first

Convert this Russian station's forecast visibility into statute miles. (nsk ft 241051 taf 241051z 241212 15007g12mps 3000 drsn sn ovc070 530003 tempo) - 1.5sm

Convert this Russian station's forecast wind speed into kt. (nsk ft 241051 taf 241051z 241212 15007g12mps 3000 drsn sn ovc070 530003 tempo) -14 kt gusting to 24kt

Diversions into airports in cold weather will require altitude corrections on the approach when the temperature at the airport is below ____C and in some jurisdictions, below ____C. -- -15C and 0C

Diversion to alternate airfields may in some cases require the use of ___ altimetry - QFE

Flights that track directly over the North Pole: (choose all applicable options). - May result in anomalous autopilot behavior

Fuel Temperature can be raised by flying at a higher mach number - True

If an emergency descent is required in Chinese RVSM airspace with no ATC contact, the aircraft should leave its assigned route or track by initially turning ____ to the ___. Establish a ____ offset from the assigned route, descend to the new level and then return to the original track - 30, right, 5nm

If an emergency descent is required in Russian airspace, and in contact with ATC, the pilot must await ATC clearance before descending to a new flight level. - False

Jet A has a lower freeze and pour point than Jet A1 but its actual value is dependent on source of refinement. – False

Polar flight operations are conducted: -- With reference to magnetic north or true north depending upon location.

Polar flights routed through some Oceanic Control Areas require an Oceanic Clearance to be received prior to entry

Murmansk, Nuuk and Bodo

Polar operation are defined as those conducted - North of 78N latitude

Polar tracks are most advantageous: - For flights from north america to asia

Position reports made on russian hf frequencies ___ be passed to the company - will not

Potential polar route diversion and alternate airports have been assessed by Boeing and the Russian authorities for - All of the options

Prior to entering the Anchorage FIR at 141W, or prior to entering any FAA FIR, pilots must:
Make a CPDLC or HF Position report

Random routes _____ permitted in Russian or Chinese Airspace. – are not

Russian HF position report communications will automatically be passed on to the company - False

Russian HF position report communications will not automatically be passed on to the company. Therefore pilots must: - Send regular position Reports via ACARS or ARINC

Regulatory approval to fly over a Polar Route requires a the operator to do which of the following - Submit a recovery plan, ensure flight crews and dispatchers are appropriately trained and demonstrate capability during a validation flight

Satellite Communications (SATCOM) may not be available: on some polar routes north of 82N

Satellite Communications (SATCOM) may not be available on some polar routes north of 82N. – True

Solar radiation storms accelerate charged particle at the earth which have an impact on satellites, aviation communication and the human body. Which of these factors determines the level of exposure to this radiation - All of the options

The China Flight Level Allocation Scheme (FLAS) was designed to mitigate the relatively big altitude difference between RVSM metric levels and feet flight levels of neighboring countries. When operating in China, North Korea or Mongolia and assigned Metric Cruising Altitude, pilots should: Consult the Metric Conversion Card and fly the converted altitude in feet.

The flight levels are the same in Russia, Mongolia, North Korea and the People’s Republic of China. -- False

The fuel pour point is typically - 4 to 16 degrees below the freeze point

The pumpability limit for fuel is - The point at which most aircraft fuel pumps are no longer effective

The usual method of warming Low Fuel Temperatures is - descending

There are no MEL items relating to Polar Operations - False

Which MEL items would be of concern when operationg a Polar Flight?(Select all that apply)
Fuel Tank Temperature Indications
APU
VHF, HF, SATCOM

Which of the ff are considered to be among the challenges of polar ops
all of the above (cold fuel mgt, space wx, avail and suitability of diversion airports)

Which of the following methods could be used to raise fuel temperature during flight? (Select all that apply):
Increasing speed, Climbing, descending, changing heading

With regard to jet fuel, the Cloud Point is defined as: -- The temperature that water freezes in fuel which is usually 2C above the freeze point

With regard to jet fuel, the Freeze Point is defined as - The temperature at which the hydrocarbons begin to solidify and is dependent on the type of fuel, source and refinement process

With regard to jet fuel, the Pour Point is defined as: -- The temperature at which the fuel begins to form into a semi-solid state

VOR radials are always correctly displayed regardless of the heading reference selection (True or Magnetic). -- False

You are 18nm from the ABC VOR. You are asked for the distance in kilometers. The response is - 36km

which of the ff are considered to be among the challenges of Polar ops
All of the above

RNP/PBN — RNP AR RNAV

A-RNP operation relies on: – the integrity of the RNP system
GB
A-RNP operation relies on the integrity of the RNP system as well as conventional means of navigation, such as VOR or NDB. - False

Advanced RNP (A-RNP) is an application of the RNP Navigation Specification that - provides a means to more easily and efficiently grant approvals for more than one RNP Navigation Specification

An example of what is NOT an airspace concept is: - uncontrolled airspace

An RNAV STAR 1 retrieved from the FMS database may not be modified unless in response t o ATC clearances - True

An RNAV value of 1, with no on-board monitoring, is suitable for: terminal airspace, enroute airspace

An RNP APCH with LPV minima listed to flown to a - Decision altitude (DA)

An RNP AR approach is planned to an airport with only a remote altimeter setting available from a station 10nm away. The approach may be conducted as planned - false

At what point must the flight crew verify that GPS updating is available for the desired RNP AR procedure? - Prior to conducting the approach

An aircraft approved for an RNP specification - is not automatically approved for all RNAV specifications

An aircraft approved for RNP or RNAV specification having a stringent accuracy requirement (e.g. RNP 0.3 specification) is not automatically approved for a navigation specification having a less stringent accuracy requirement (e.g. RNP 4) - True

An airspace concept describes: the intended operations within an airspace

An RNAV 1 STAR retrieved from the FMS database: May not be modified unless in response to ATC clearances.

An RNP AR approach is planned to an airport with only a remote altimeter setting available from a station 10 nm away. The approach may be conducted as planned. No
B-RNAV P-RNAV, and RNP 10 - are older designations which do not meet the pure definition of RNAV or RNP Navigation Specifications but will remain in use

Changes in RNP value must occur at a fix -- True

Cleared for and flying an RNAV 2 SID: A fly-over waypoint may not be changed to fly-by

Concerning Total System Error, the difference between the centerline of the route if flight programmed in the navigation system and the true position of the aircraft is: lateral error

Fault Detection and Exclusion:
- is a RAIM feature that uses a minimum of six satellites to not only detect a possible faulty satellite, but to exclude it from the
navigation solution so the navigation function can continue without interruption.

Flights authorized to operate using an RNP Navigation Specification require on board predictive RAIM - True

For an approach listing only LNAV mimima: Advisory only vertical guidance is permitted to a barometric minimum (MDA).

For an approach using RNP, the RNP value: - is supplied automatically by the FMC

For RNAV 1 operations:
GNSS OPN may not be permitted in some states.

For RNP 1 when using GNSS, the signal must be acquired: - before the take-off roll commences.

Flying on RNAV 2 route, the pilot may chreate a new waypoint using latitude and longitude - False

If RNP is lost prior to entering the Oceanic Control Area (OCA), the flight crew - must advise ATC as soon as practicable, and obtain a re-clearance to remain outside PBN airspace,
Must either land at a suitable aerodrome prior to the boundary or return to the aerodrome of departure.

I f there is a loss of RNP APCH capability, the pilots must: A and C only

If obstacles and terrain allow, the standard RNP _____ line of minima will always be developed. - 0.3nm

If on a procedure or airway that has an RNP requirement and does not have an RNP value stored in the navigation database: - the crew may make manual entry into the FMS.

If the aircraft RNAV system does not provide holding functionality, after receiving an RNAV holding clearance, the pilot must
- manually fly the RNAV holding pattern

In the event of an RNP AR missed approach, lateral flight guidance must remain in _____ to ensure continuous track guidance during a RF LEG. – LNAV

In the event of any loss of RNAV capability -
The loss must be reported to ATC together with the proposed course of action.

If there is a loss of RNP APCH capability, the pilots must - A and C only

In relation to RNP, FTE stands for
- Flight Technical Error

Is GNSS always required to meet the RNAV specification - No
Once and RNP AR procedure has been retrieved, flight crew will not be permitted to add or remove waypoints.
True

LP approaches:
Are non precision approaches with SBAS lateral guidance.

LPs are precision approaches with ABAS lateral guidance. False

On-board Performance Monitoring and alerting ensures:
- that the aircraft is continuing to operate within the required navigation performance limits.
- alerts the crew when a Navigation System Error (NSE) is detected.
- performs Fault Detection and Exclusion (FDE) of erroneous satellite signals and alerts the crew.
- All of the options
.
On-board performance monitoring is concerned with the performance of the entire navigation system supporting the particular Navigation Specification in use - True

Once an RNP AR procedure has been retrieved, flight crew will not be permitted to add or remove waypoints.
- True

Once pilot training for RNP AR has been completed by the Operator, RNP AR approaches may be conducted
- False

PBN airspace segments for the instrument approach are
- All the options

Pilots and operators must ensure that the flight plan filed with ATS contains the proper suffix for operation in performance airspace - True

Prior to the FAF, if the aircraft is no longer capable of

utilizing LPV/LP minima, the crew may - All the above
(or) all of the options

RAIM with Fault Detec7tion and Exclusion (FDE) is requirement for flights in RBN Airspace:
- if GPS is the only long-range system on-board.

Regarding PBN concepts for oceanic and remote
continental airspace, which of the following is
supported - RNP 4

Required Navigation Performance may be used for
- takeoff
-departure
- approach
All of the options

RNP AR may be used for :All of the options

RNAV 1 and 2 SID or STAR routings
- must be retrievable by route name from the on-board navigation database and conform to the charted route

RNAV operations: Must meet prescribed accuracy tolerances.

RNP approaches with LNAV/VNAV minima are based on: barometric attitude information

RNP approaches with LNAV or LNAV/VNAV minima are based on - barometric altitude information

RNP AR approaches require the use of a radar altimeter VNAV system. - False

RNP AR approaches require the use of a barometric altimeter VNAV system that is equipped with: – All of the options

RNP AR approaches require the use of a barometric altimeter VNAV system that is equipped with: Flight Director

RNAV 5 is : (choose all applicable answers) -- a) is equivalent to RNP 5 in the Middle East c) is currently designated as B-RNAV in Europe

RNAV 10 applications are - reserved for oceanic and remote areas.

RNAV 5 may be used for - enroute navigation

RNAV can be defined as a method of navigation that permits aircraft operation on any desired course (choose all applicable answers):
- b) within the limits of a self-contained system capability
- c) within the coverage of station-referenced navigation signals

RNP AR approach procedures will be identified by the
title - RNAV (RNP)

RNP AR approaches require the use of a barometric altimeter Vertical Navigation (VNAV) system that is equipped with:
- Vertical Deviation Indicator (VDI)
- Flight director
- Autopilot capable of following a vertical path.
- All of the options.

RNP AR approaches require the use of a barometric altimeter VNAV system that is equipped with:
"All of the options

RNP AR is an enroute navigation specification - False

RNP AR operations are only permitted during approach procedures - False

RNP AR may be used for - All the options

RNP is now considered a Navigation Specification and differs from the RNAV Navigation Specification only in terms of the require go yun ment for RNAV to have a method of alerting the crews if performance degrades beyond the bounds of the particular RNAV value - False

RNP APCH is only authorized with GNSS updating - False

RNP APCH operations
- DME updating may be used if authorized by the operator’s State Regulator

Supports reduced lateral and longitudinal separation minimum and enchanted operation efficiency in oceanic and remote areas where availability of navigation aids is limited.” This describes RNP: - 10

The acceptable Total System Error - is based on the airspace requirements and associated phase of flight

The approach plate lists only LNAV minima, therefore the crew must not use advisory vertical guidance - False

The crew sees an RNP and an ANP value displayed on the navigation displays. This indicates: the aircraft is not necessarily RNP qualified.

The following are specific requirements for RNP APCH:
- None of the above (or) none of the options

The loss of RNAV capability need not be reported to ATC - false

The motivation for development of Performance Based Navigation is to
- reduce air traffic congestion

The P-RNAV navigation specification: – Does not satisfy the full requirements of the RNAV1 specification.

The P-RNAV navigation performance requirements for - enroute airspace, approach airspace

The PBN concept requires system performance requirements for: (choose all applicable answers) enroute airspace, approach airspace

The required RNP value for the RNP AR approach procedure will be published - above the Decision Altitud (DA).

The RNAV 1 and 2 specification is applicable to Instrument Approach Procedures (IAPs) up to the Missed Approach Point (MAP) - False

The RNAV 1 and 2 specification is applicable to Instrument Approach Procedures (IAPs) up to the: - Final Approach Fix (FAF)

The RNP AR approach is an enhanced concept of RNP which allows for the following:
- the ability to fly curved flight paths after the Final Approach Course Fix

The RNP AR approach must be discontinued if, at
anytime during the procedure, the vertical deviation
exceeds +- ____ ft during the final lapproach segment
- 75

The RNP AR concept is not suitable for engine-out
missed approach procedures - False

The RNP AR concept is suitable for _____ procedures. - Engine-out missed approach.

The RNAV specification is based on area navigation
that does not require on-board performance monitoring and alerting

The RNAV specification is based on area navigation -
that does not require on-board performance
monitoring and alerting

Traditional RAIM requires that the following number of satellites with satisfactory geometry be available: 5

Transitioning to a leg with lower RNP value: - The
change must occur at a fix.
ru
Traditional RAIM requires that the following number of us uu
satellites with satisfactory geometry be available - 5

Unless otherwise indicated on the approach chart, the
standard RNP value for a missed approach procedure
is - 1.0 nm

What is the navigation system performance
requirement for RNP 10? 10 nm

When a manual RNP entry into the Flight Ma ina as nagement System is made because the airplane is on a procedure or airway that has a Navigation Specification requirement and does not have an RNP value stored in the navigation database - Actual
Navigation Performance will be available.

When assigned a heading taking the the aircraft off the
RNAV route: The specified accuracy requirement does not apply.

When assigned a heading taking the aircraft off the
RNAV route, the specified accuracy requirement does
not apply - True

When flying an RNP 2 route, pilots are not permitted to
create new waypoints by manual entry of latitude and
longitude - True

When flying an RNP 2 route: Pilots may modify the
route through insertion or deletion of specific waypoints
in response to ATC requests and clearances.

When the operation is predicated on the availability of ABAS, the pilot should perform a new RAIM availability check if the ETA is more than _____ minutes different from the ETA used during the preflight planning.
- 15

When using GPS as the primary means of navigation
the FMS is inhibited from automatically tuning and

monitoring ground-based Navigation Aids along the route of the flight - false

When using Required Navigation Performance for a flight, the departure RNP value will be the same as that for cruise- Falsei

Which of the following is a component of Total System Error? -- Flight Technical Error

Which of the following navigation sensors meets RNAV 1 performance requirements? -- DME/DME

Which Navigation Specification requires on-board fault monitoring and alerting - RNP

With GPS as the only long-range navigation system on-board: A Fault Detection and Exclusion program is mandatory

With GPS as the primary means of navigation: All ground-based Navigation Aids along the route of flight are automatically tuned by the FMS

With no on-board monitoring, the RNAV value is limited to a value of not less than - 1 nm

While on an RNAV route, the ATS issues a heading clearance. The pilot should - modify the FMS accordingly when clearance to rejoin the route is received.

With respect to operations in PBN airspace
- operators are responsible to ensure on-board navigation meets PBN accuracy requirements.
-flight crew must follow prescribed procedures for the respective PBN airspace.
- operators must obtain from their State to operate in PBN airspace.
- all of the options

With the recent changes in Performance Based Navigation RNAV:
RNAV is now considered a Navigation Specification

RNP requires - ALL OPTIONS

RNP AR may be used for: ALL OPTIONS

RNP AR approaches require the use of barometric altimeter VNAV system that is equipped with: flight director, VDI, autopilot capable of following a vertical path

If there is a loss of RNP APCH capability, the pilot must(choose all that apply)
-a.notify ATC
c. advise the proposed course of action

RNP APCH operations: - DME updating may be used if authorized by the operator’s State regulator.

The motivation of development of Performance Based Navigation is to: - reduce air traffic congestion

SPECIFIC REQUIREMENTS FOR RNP APCH
NONE OPTIONS

REQUIRED RNP VALUE for the RNP AR iiIPROCEDURE WILL: ABOVE THE DA

SAFETY MANAGEMENT SYSTEMS (SMS)

Fatigue Risk Management Systems: are an integral part of Safety Management Systems (SMS)

Safety Management Systems (SMS) participation is restricted to flight operations and aircraft maintenance. False

Risk reduction means: the frequency of the activity is reduced

Identify the consequence. Option C

Which of the following is a strategy for risk mitigation? All of the options

Safety is all about _____ hazards. Avoiding

Cultural characteristics of national and professional groups may be relatively easily changed due to company influences. False

Line Operations Safety Audit (LOSA) observers
collect data about flight behaviour and situational factors

Natural hazards could include: all of the options

Approximately _____of malfunctions of aircraft equipment when part of an accident or incident, relate to a maintenance error. ⅓

When considering risk severity, the category of Minor would mean: use of emergency procedures

Corporate culture: all of the options

The following need to be recorded when dealing with hazards: all hazard information

Flight data monitoring (FDM) is a(n) ____ safety program. Predictive

_____ culture, is what promotes effective safety reporting. Safety

Safety is the state in which the risk of harm to persons or property damage is reduced to and maintained at or below: an acceptable level

When considering risk severity, the category of Hazardous would mean - major equipment damage

For the purpose of this lesson, hazards are considered: natural; technical

ICAO indetifies 4 components that are essential for a Safety Management System to operate: safety policies and objectives, safety risk management, safety assurance, and safety regulation - True

RVSM

._____ metric RVSM airspace the flight crew can expect a level change in accordance with transition procedures established between adjacent FIRs. – Before leaving

An altitude deviation occurs when an aircraft fails to fly at a level to which it has been cleared, regardless of whether an actual loss of separation for other aircraft occurs. – True

> Due to rounding differences in the metric altitude displayed on altimeters so equipped may not necessarily correspond to the cleared Flight Level in meters. This difference should be less than _____. – 30m

High rates of climb or descent towards a level-off altitude may trigger a TCAS RA. Therefore, with about 1,500 ft to go to a cleared flight level, vertical speed should be reduced to maximum of _____ ft per min. – 1,500

In the case of one primary altimeter failure, crews will descend out of RVSM airspace if operationally capable. – False

In RVSM airspace, RVSM certified aircraft will be given priority for altitude assignment over non-RVSM aircraft. – True

Non-RVSM aircraft requiring a climb or descent through RVSM airspace must do so in accordance with _____ Climb/Descent procedures. - normal

On the ICAO standard Flight Plan, what letter will be used to indicate the requested metric flight level within China RVSM airspace? – S

Prior to RVSM Pacific airspace entry, there is a “transition airspace” where ATC will clear an aircraft to its RVSM entry altitude of ___ feet separation - 1000

The Flight Level Allocation Scheme (FLAS) for metric RVSM airspace in China is in effect between: – 8,900 and 12,500 m

The following letter in item 10 (equipment) of the ICAO standard Flight Plan indicates that both an operator and aircraft are approved for RVSM operations. – W

This illusion gives the pilot the impression that a stationary object is moving in front of the airplane’s path. It is caused by staring at a fixed single point of light (ground light or star) in a totally dark and featureless background. – Autokinetic illusion

To operate in RVSM airspace, the aircraft must be equipped with a minimum of _____ altitude measurement system(s). – 2 independent

To operate within RVSM airspace, the operator must obtain operational approval from their national authority. – True

To prevent an altitude deviation while ensuring correct compliance with the ATC instructions, any altitude changes shall be verified and cross checked by both pilots. – True

Upon reaching cruising altitude, and at intervals not exceeding _____, a cross check between the 2 primary altimeters and the standby altimeter shall be conducted. – 60 min

What are the applicable flight levels for RVSM airspace? – FL290 - FL410

What is a benefit of RVSM airspace due to aircraft operating closer to their optimum altitude? – Fuel Savings

What is the minimum vertical separation between aircraft in RVSM airspace? - 1,000 ft

What is the maximum difference between primary altimeter readings in flight? – 200 ft

When must the flight crew first check to ensure altitude indications are within specified tolerances? – During flight deck preparation on the ground

When must the flight crew first check to ensure altitude indications are w/in specified tolerances? - During flight deck preparations on the ground

Which of the following equipment must be operable to properly file for flight in RVSM airspace? Choose all that apply. – b) altitude alerter, c) altitude control, d) altitude reporting transponder

Within RVSM airspace, what is the vertical separation required between RVSM and non-RVSM approved aircraft? – 2,000 ft

On the ICAO standard Flight Plan, what letter will be used to indicate the requested metric flight level within China RVSM airspace?- S

SAFETY MANAGEMENT SYSTEM

A hazard is a condition, object or activity, with the potential of: (choose all applicable answers) causing damage to equipment or structures / causing injuries to personnel

Aircraft movements over time have co by co ntinued to expand rapidly, the airline
accident rate: (choose all applicable answers) presently remain relatively constant/ has decreased over time

Approximately ___ of malfunctions of aircraft equipment when part of an accident or incident, relate to a maintenance errors. ⅓

Corporate culture :: answer - All of the options

Cultural characteristics of national and professional groups may be relatively easily changed due to company influences. False

Effective risk management tries to maximize the benefits of accepting a risk against minimizing the risk itself. True
___ is involved in looking for hazards as part of a Safety Management System(SMS) Everyone

___ culture is what promotes safety reporting. Safety

Fatigue Risk Management Systems: are an integral part of Safety Management Systems (SMS)

Flight Data Monitoring (FDM) is a(n) ___ safety program. Predictive

Flight Data Monitoring programs are ___ in most countries for airline operation. Mandatory

For the purpose of this lesson, hazards are considered: (choose all applicable answers) natural/ technical

Identify the consequence option C runway overrun consequence of a slippery runway

International Civil Aviation Organization (ICAO) identifies 4 components th
at are essential for a Safety Management System (SMS) to operate effectively: safety policies and objectives, safety risk management, safety assurance and safety regulations. False

Line Operations Safety Audit (LOSA) observers: collect data about flight crew behavior and situational factors.

Natural hazards could include: icing,mountainous terrain volcanic eruptions All the options
See
Performance-based regulations: provide flexibility in terms of reaching safety goals.

Probably the most important aspect of successful SMS programs related to occupational health and safety is having: A complete and comprehensive record keeping program

Risk reduction means : the frequency of the activity is reduced.

Safety culture, is what promotes effective safety reporting.

Safety is all about ____hazards. Avoiding

Safety Management System participation is restricted to flight operations and aircraft maintenance. False

Safety is the state in which the risk of harm to persons or property damage is reduced to and maintained at or below: an acceptable level

The following need to be recorded when dealing with hazards: all hazard information

The Swiss Cheese Model for understanding why accidents occur is only useful after an accident. False

These are the 3 main strategies for controlling human error: error reduction strategies, error capturing strategies, error tolerance strategies. True

This refers to the Swiss Cheese Model for understanding why accidents occur.

When considering risk severity, the category of Minor would mean: use of emergency procedures

When considering risk severity, the category of Hazardous would mean: major equipment damage

Which of the following is a strategy for risk mitigation? All of the options listed

TCAS

A ___ nm white range ring is displayed when Traffic Alert and Collision Avoidance Systems (TCAS) is selected and the range selected is less than 80 m. - 3nm

All Traffic Alert Collision Avoidance System(TCAS)alerts are inhibited by Ground proximity Warning System (GPWS) and Windshear Warnings. True

A pilot receiving a Resolution Advisory (RA):
- Can depart from or refuse an ATC clearance to follow the Resolution Advisory (RA).

A Resolution Advisory (RA) will be generated if the Closest Point of Approach (CPA) is predicted to be: 15 to 35 sec

A Resolution Advisory(RA) will be generated if the Closest Point of Approach (CPA) is predicted to be within approximately
- 25-45 sec.; 20-30 sec.(B777)

A Resolution Advisory (RA) symbol is: - A solid red square

A Traffic Advisory (TA) will be generated if the Closest Point of Approach (CPA) is predicted to be:
- 20-48 sec**; 25-45 sec.(B777)**

A solid white diamond (proximate traffic) indicates that the intruder's relative altitude is within +/- ___ ft vertically or the distance is closer than ___ nm away. 1,200, 6

A solid yellow circle indicates: - Traffic Advisory (TA)

A vertical arrow is placed beside the traffic symbol if the intruder is climbing or descending greater than ___ ft/min - 500

All traffic alert and collision avoidance systems (tcas) alerts are inhibited by ground proximity warning systems (gpws) and windshear warnings. True

An open white diamond (other traffic) indicates that the intruder's relative altitude is greater than +/- ___ ft vertically or the distance is greater than ___ nm away. 1,200, 6

Climb resolution advisories (RAs) are inhibited when the aircraft is operating at or near its certified ceiling. - True

Depending upon the Traffic Alert and Collision Avoidance
Systems (TCAS) selection made, the system is able to scan for and track up to ___ other aircraft or threats - 45

For aircraft with transponders operating in Mode A only, Traffic Alert and Collision Avoidance Systems (T CAS) can only provide an approximate ____ and ___. Range, bearing,

Ground Proximity Warning Systems (GPWS), Ground Collision Avoidance Systems and Windshear warnings take precedence over Traffic Alert and Collision Avoidance Systems (TCAS) alerts. - True

If the bearing for the Traffic Advisory (TA) or Resolution Advisory (RA) of the traffic is not available, then the traffic's range, Relative Altitude and vertical motion will be displayed in digital form on the Navigation Display (ND). - TRUE

Resolution Advisory (RA) vertical orders are displayed on the: - Primary Flight Display (PFD).

The following display indicates: (picture: RNG 5 blue with arrow pointed to zero and an open diamond with +1400)

- The traffic is flying 1,400ft higher than you

The following indicates a Traffic Alert and Collision Avoidance System (TCAS) Traffic Advisory (TA).

- False

The following indicates a: Preventive resolution advisory

The following symbols represents: (+06 dot amber) :
Traffic Advisory (TA)

The following symbol represents: (picture: HALF RED BOX at the edge of the Range)

-
The intruder has entered the warning area but is outside the range of the Traffic Alert and Collision Avoidance Systems (TCAS) display

The following symbols represents (red box +01 with arrow pointing downward) : Resolution Advisory (RA)

The following symbols represents (white hollow diamond -07 with arrow pointing upward) : Other Traffic

The following symbols represents (white solid diamond -08 with arrow pointing upward) : Proximate traffic

The following Traffic Advisory (TA) Indicates that Traffic Allert and Collision Avoidance Systems(TCAS) is unable to track the bearing of the intruder. - True

The 2-digit number represents: (illustration is white diamond with -08 with upward vertical arrow)

- The Relative Altitude difference, in hundreds of feet either above or below your aircraft.

The Resolution Advisory (RA) 'CLIMB, CLIMB' requires a response within 5 sec and a G-Force of 0.25 G.
- True.

The TA/RA position enables the transponder and Traffic Alert and Collision Avoidance Systems (TCAS) Traffic Advisory (TA)a nd Resolution Advisory (RA) modes. TRUE

TFC is required to be selected to displays all Traffic Advisory (TA) or Resolution Advisory (RA) indications.
- False

The Traffic Alert and Collision Avoidance Systems (TCAS) processor is programmed with specific aircraft operating limitations, such as the maximum altitude at which the aircraft can climb at _____ ft/min - 1,500

Traffic Alert and Collision Avoidance Systems (TCAS) II is a specific implementation of the Airborne Collision Avoidance Systems concept and TCAS II (version 7.0 and 7.1) are currently the only available equipment that is fully compliant with the ACAS II standards. - True

Traffic Advisory (TA) selection si normally made in case of degraded aircraft performance such as engine failure when landing gear is extended.
- True

Traffic Alert and Collision Avoidance Systems (TCAS) II is a system that relies on ground-based radar systems
- False

Traffic Alert and Collision Avoidance Systems (TCAS) avoidance maneuvers for up to ___ aircraft can be given simultaneously. - 3

Traffic Alert and Collision Avoidance Systems (TCAS) can track traffic not operating a transponder. - False.

Traffic Alert and Collision Avoidance Systems (TCAS) II monitors Mode C and S transponder signals, providing the range, bearing and altitude of traffic. - TRUE

To display relative altitude, the intruder aircraft must be equipped with an operating: - MODE C AND S TRANSPONDER

What audio message is associated with this display? Maintain vertical speed, crossing maintain

What does TFC signify on the ND? :
- TCAS traffic display is enabled

When operating in a high-density traff ic area, Traffic Alert and Collision Avoidance Systems (TCAS) automatically reduces the surveillance range to ___ nm, allowing a clearer presentation of potential threats. - 10

Which switch position will enable Mode A and S but disable the altitude reporting?
 - ALT RPTG OFF

Which switch position will enable at least mode A, C and S and enable altitude reporting in flight? - XPNDR

Which switch position will power the transponder but will not reply to interrogations from ATC or TCAS signals from other aircraft? STBY

With ABOVE selected on the control panel, Traffic Alert and Collision Avoidance System (TCAS) will display traffic:the: 9,000 ft above to 2,700 ft below the present aircraft altitude.

With BELOW selected on the control panel, Traffic Alert and Collision Avoidance System (TCAS) will display traffic: - 2,700 ft above to 9,900 ft below the present aircraft altitude.

With NORM selected on the control panel, Traffic Alert and Collision Avoidance System (TCAS) will display traffic:2700 ft above to 2700 ft below the aircraft

With the Traffic Alert and collision Avoidance systems (TCAS) AIRSPACE switch in the ABOVE position, the altitude range wil be: 2,700 ft below to 9,000 ft above the aircraft

With the Traffic Alert and Collision Avoidance Systems (TCAS) AIRSPACE switch in the BELOW position, the altitude range will be: 2,700 ft above to 9,000 ft below the aircraft

You are level at the assigned altitude and make visual contact with a high-performance aircraft rapidly climbing through your altitude less than a mile away. The intruder does not appear on your display. Is this normal? - Yes.

TEM Threat and Error Management (quizzes app)

A preflight briefing is an example of what TEM countermeasures - Planning

An action or inaction by the flight crew that lead to deviations from organizational or flight crew intentions or expectations - Error

Example of a threat - Weather/Turbulence/Etc

How many strategies or countermeasure are there (TEM) - 3

_____ is an error management strategy and considered the lifeblood of safe flight operations. It is through this that one can effectively identify and trap errors - Monitoring

One measure of the effectiveness of a flight crew's ability to manage threats - Whether the threat is detected in time for the flight crew to respond

This is the result of ineffective threat and/or error management leading to a compromised situation and reduce margins of safety in flight operations - Undesired aircraft state

This specific skill is present in ALL countermeasures related to TEM - Communication

The three lines of defense against errors are - identify, avoid, mitigate

THUNDERSTORM AVOIDANCE

A microburst is a - a descending column of air that exists within a downdraft or in isolation, are smaller and more powerful and exist only for a few minutes.

A microburst: is a short-lived downdraft

A microburst: is much larger than a downburst

A thunderstorm begins with the formation of _____ in a deep unstable air mass. - convective cloud

Above 30,000 feet, flight crews should maintain a minimum distance of _____nm from thunderstorms - 20

Approaching a microburst, an aircraft will experience: a small headwind increase, followed by a strong downburst of air

Following the strong microburst downdrafts, the wind can - swing 180° and become a strong tailwind

Hail within the storm cell normally occurs at altitudes - between 10,000 ft and 30,000 ft

High rain fall gradients on a radar image are good indicators of strong vertical shears. They are defined as: -- a large change in rainfall rate over a short distance

In severe storm structures, tornadoes and funnel clouds can develop. These are violent, rotatin wed g columns of air, usually found: -- in the rain free tail end of a storm.

In thunderstorms, the highest probability of severe icing occurs: -- just above the freezing level and extending up to altitudes with a temperature of -25C.

In which thunderstorm stage will hail and lightning likely occur? - Mature.

Lightning associated with thunderstorms is a hazard for flight operations: - at all altitudes.

Mesoscale convective systems are a multi cell structure that are associated with: (Choose all that apply): -- a) area type thunderstorms b) frontal systems

Microbursts are classified as ____ microbursts. – Wet or Dry

Microburst are created when: a combination of downward movement of rain dragging associated air and the evaporation of some of the falling rain cooling the airmass.

Precipitation marks the beginning of the 1 ____ stage of a thunderstorm. - mature

Radar reflectivity is better when the precipitation is: - composed of larger, wetter droplets.

Shelf clouds are a good indicator of the strength of a storm's updraft and downdrafts. They form: in the turbulent shear between updraft and downdraft

Strong winds aloft tilt thunderstorms to one side increasing the severity of the storm. These thunderstorms are indicated on radar by these type of patterns: -- asymmetric or arrow.

The best measure against thunderstorms is - avoidance.

The type of thunderstorms created by these lifting agents are more scattered and isolated - (choose all that apply) - convective currents, convergence, orographic

The stages for thunderstorm occurrence are usually described as: - an initial cumulus stage, a mature stage and a dissipation stage.

Thunderstorms associated with this type of front are often most severe (with the exception to the gust front). – cold front

Thunderstorms associated with this type of front are usually hidden by other clouds may be difficult to see: (choose all that appl) , trowal and warm front

Thunderstorms present many hazards if flying in, under or overtop. However, the clear air under an anvil head is clear of hazards and easily be flown through.- False

Thunderstorms should be avoided by a distance of _____ nautical miles when flying below the freezing level and _____ nautical miles when flying above the freezing level. – 10, 20

Which of the following is the most complete list of thunderstorm induced threats? -- Tornadoes, turbulence, icing, hail, windshear, microbursts and downbursts, electrical discharges in the form of lightning or precipitation static, water ingestion, and pressure variations.

Which of the following precipitation types is most easily detected by aircraft radar - Heavy rain.

Which of these stages of a thunderstorm is the least dangerous? - Dissipation

Which of the following statements about hail is true? - Hail is most predominant during the mature stage of a storm.

Which radar images are indicative of rotations taking place within severe thunderstorms? - Hook or finger.

Which statements about airframe icing in thunderstorms is most correct? - Thunderstorms icing is most severe from just above the freezing level to -25C.

UPRT (Boeing)

A risk exists that pilots , when confronted with AUS will _____ in the presence of a rapid and expected chane in the aircraft- revert to previous training in non similar airplanes

Abnornal Attitude Law is triggered by which of the following conditions- All of the options

Aircraft stall at high altitude is predicated on _____ limits while aircraft overspeed is predicated on _____ limits- airspeed/Mach number

Aircraft wake vortices: Descend at a rate of 300-500 ft/min for approximately 30 seconds before settling out

Airplane upset recoveries should be flown with: Autopilot OFF, Autothrottle OFF

Boeing fly by wire flight controls will act to _____ to provide better protection from an undesired aircraft state. – provide normal controllability

Choose the most appropriate first action when confronted with an undesired aircraft state. – Establish situational awareness and assess the energy state

Clear air turbulence can be encountered at any altitude and is often associated with thunderstorms. – false

Clear Air Turbulence (CAT) is most prevalent near _____. — jetstreams

Control inputs to counter a developing upset: must be smooth, positive and proportional.

Conscious control and manipulation of airspeed, altitude and attitude is known as: energy management

Fuel being converted to thrust is a form of what type of energy? -- Chemical

Identify the following (Pitch down 15, 320kts increasing) - Nose-low, high energyl

Identify the following (More than 45 degree bank, Pitch up 25, 147kts decreasing) - Excessive bank angle, nose high

Identify the following (Pitch up 20, 165kts decreasing) - Approach to stall

In a spiral dive: (choose all that apply) - The aircraft is in a steep descending turn, The aircraft is in an excessively nose-down attitude

In Abnormal Attitude Law, the following sub- laws are in effect((choose all that apply)- pitch alternate, roll direct

In high rate descent with no side stick input the aircraft will- slightly overshoot VMO/MMO and fly back towards the normal law

Mode confusion, including unexpected or unannounced mode changes, may lead to stall and possible upset conditions - true

Normal Law provides these flight envelope (choose all that apply)

-load factor limitation, pitch attitude protections, high angle of attack (AOA) protection

Pilots must have a fundamental understanding of flight controls and their effect on _____ to avoid upsets: Flight Envelope

Pitch angle is: -- The angle between the longitudinal axis of the aircraft and the horizon

Pilots must have a fundamental understanding of flight controls and their effect on _____ to avoid upset- Flight Dynamics

Reconfiguration Control Laws can take place due to failure of____– flight control computers

Similar to a spin, a spiral dive (graveyard spiral) occurs when the aircraft is stalled. -- false

Training related to upset and/ or stall should emphasize __(choose all that apply) -awarwaeness, avoidance

The presence of mountain wave turbulence - may be accompanied by lenticular cloud

Transport category aircraft are typically limited in cruise altitude by: -- Thrust limits

The factors which lead to the largest number of airplane upsets are: -- environmental

The possibility exists that pilots will _____ in the presence of a UAS. – revert to previous training on non-similar types

The presence of mountain wave turbulence is always confirmed by the presence of lenticular cloud: - False

The presence of mountain wave turbulence: may be accompanied by lenticular cloud

The recommended vertical clearance of dissipating thunderstorm cells is: -- 1,000 feet for every 10 knots of wind aloft

The use of full control deflection may be necessary to assist recovery: true

Turbulence penetration speeds: -- are published in AFM limitations

Two factors that can lead to an undesired aircraft state are: an expected transition from automatic to manual flight; mode confusion, including unexpected mode changes

Which law provides emergency control in case of extreme attitude caused by rapid upset- Abnormal Attitude Law

When the lift of the wing equals the weight of the aircraft, the load factor is: -- 1 G

Which type of energy is directly linked to the production of aerodynamic forces required for flight: - Kinetic Energy

Which of the following can be categorized as an airplane upset. - C speed at 132kts decreasing.

VOLCANIC ASH

A flight in volcanic ash is not permitted - True

After an eruption, the ejected material from a volcano will cool _____ once in contact with the air. -- quickly

Ground hazards associated with volcanic ash include: All of the options

Hazards associated with flight in volcanic ash are: - All of the options.

If an ash cloud is entered, it is important to deploy the passenger oxygen mask to ensure a comfortable flight. -- False

If an inadvertent entry is made into an area of volcanic ash, the APU: Should be started, to provide a backup for power systems that may be lost due to engine failures

If volcanic dust enters the flight deck, the crew should: Don their oxygen masks and select the maximum (100%) flow.

International arrangements for the monitoring of volcanic ash in the atmosphere and for providing warning to the aviation community is provided by: -- International Airways Volcano Watch

It is important to start the Auxiliary Power Unit (APU) if an ash cloud is entered. -- True

Once released into the atmosphere, the ash is trapped in an upward convecting column that can rise at a rate up to ___ - 600 ft/sec

Referencing the Volcanic Ash Advisory shown here, what is centre issuing the advisory? Anchorage.

The melting temperature of the glassy silicate rock material that comprises an ash cloud is higher than the operating temperatures of jet engines. - False

The most effective technique for avoiding an inadvertent volcanic ash encounter is : Visual identification of ash clouds.

The quickest way of exiting an ash cloud, once it has been entered, is to: - descend and complete a 180° turn.

The Weather Radar is an excellent tool to be used for locating volcanic ash. -- False

There are nine regional ____ around the world detecting, tracking, and forecasting the movement of eruption clouds. - VAACs

Volcanic ash damage to engines maybe from: All the options.

What does the color code “ORANGE” represent? – Watch

What is the center issuing the advisory? - Anchorage (choose center on VAAC)

What is the location of the volcano? -- N5325W16807 (choose location on PSN:)

Who is responsible for issuing the SIGMETs and NOTAMs regarding volcanic activity? – Meteorological Watch Offices (MWO)

WEATHER AND METEOROLOGY

A fast moving cold front will:

- produce more severe weather than a slow moving front

A hurricane or typhoon is also known as a:
Severe Tropical Cyclone
Severe Cyclonic Storm
Tropical Cyclone
all of the options

A jet stream is found in the: warm air mass beneath the tropopause

A statement of the expected meteorological conditions at a particular station dur in ing a specified period is called: TAF

A tropical storm will be classified as a hurricane when the winds produced are greater than : 74 mph (110 km/hr)

Air masses traveling over the surface of the earth take on the characteristics of the surface they are in contact with. These air masses are then classified according to: temperature and moisture content

An occluded front has warm air located: - squeezed above and in between a rapidly approaching cold air mass and slower moving cool air mass

Concerning Runway Condition Reports, pilots will need to know the contaminate: All the Options

For monsoon (large-scale sea breezes), the extreme heat over land masses during the _____ months causes a very large low pressure to form. Summer

METAR winds direction and speed for this station are measured in: degrees true and in knots

NOSIG Means - no significant changes to meteorological conditions are expected.

On the graphical weather chart, the triangle symbols represent: a Cold Front.

PROB: is used to indicate the probability of occurrence of meteorological conditions or temporary fluctuations

Radiation fog occurs most often ____, under a clear sky with a _____ temperature/dew point spread. at night or near daybreak, small

Referencing the SIGMET shown, what is the observed significant weather? WSCN23 CWAO 162225: Squall line of thunderstorms.

Referencing the SIGMET shown, what direction and speed is the squall line moving?
WSCN03 CWAO 162225
CZWG SIGMET A4 VALID 162225/170225 CWEGCZWG
WINNIPEG FIR SQLN TS OBS WTN 20NM OF LINE N4929 W09449 - N5104 W09348 - N5209 W09120 TOP FL340 MOV E 15KT NC =
East at 15 kts

The East Asian Monsoon affects parts of Indo-China, the Philippines, China, Korea, Japan. In the summer, this monsoon is recognized by its ____ weather: warm and rainy

The following series of METARs indicate this type of frontal passage: KORD METAR 271950Z 20012KT 10SM SCT035 24/22 A2989. -- Cold front (Check that temp decreases from 24, 25, 24 to 8) Different example / KORD ME jun TAR take note of cieling and visibility then temperature drop for Occluded Front (answer) Cold front occlusion!

The following series of METARS indicate this type of frontal passage

KORD METAR 271320Z 13012KT BKN150 08/04 A3012

KORD METAR 271420z 16017kt 2sm br ovc080 11/10 a2970
KORD METAR 271520z 29028g45 1/2sm tsragr vv005 18/16 a2970
KORD METAR 271620z 31023g40 8sm sct035 05/01 a2976)
-Occluded Front

The following series of METARS indicates this type of frontal passage:

KORD METAR 271950Z 20012Kt 10AM SCT035 24/22 A2989

KORD METAR 27050Z 20012 6SM HZ BKN025 25/24 A2983

KORD METAR 272250Z 30018 10SM SCT020 08/02 A2979: COLD FRONT

The gradual onset of stratus type clouds, increasing precipitation, and gradual increase in temperature to an observer on the ground, indicates that this type of front is approaching: Warm Front.

The height of the tropopause:
 (Choose all that apply)
b. varies with the type of air mass beneath it
d. is normally higher in tropical areas
The Intertropical Convergence Zone is
an area of weather where trade winds of the northern and southern hemisphere converge
(All the options)ll of the above

The intertropical Convergence Zone (ITCZ): All the options

The main weather feature associated with the Intertropical Convergence Zone is: large scale CB clouds with thunderstorms and heavy showers

The most likely location for aircraft to encounter the strongest Clear Air Turbulence (CAT), relative to the jet stream, is: -- on the cold side of the jet

The most severe category given to a cyclone is: - Category 5.

The term in a TAF used to describe expected changes to meteorological conditions which reach or pass specified threshold criteria at a regular or irregular rate is called: BECMG

The term used in a TAF to describe expected temporary fluctuations to meteorological conditions w h reach specified threshold criteria and last for a period of less than 1 hr in each instance is: -- TEMPO

The wind speed indicated by the arrow is ____ kt. (two triangles) : 100

This type of air mass is cool and moist air often originating as cP: MP – Maritime Polar

This type of air mass is very cold and dry originating in the far north: CA - Continental Artic

This type of air mass is very warm and dry originating in Mexico or the American South West : CT -Continental Tropical

This type of air mass is very warm and very humid. It origins are similar to the origins of cyclones: ME-Maritime Equatorial

This type of fog forms when warm air moves over a cold ground or water: Advection Fog

To an observer the ground, rain showers, cumulus type clouds and the marked decrease in temperature indicates this type of frontal passage: Cold Front.

What are the reported winds at EGLL? 130 T at 7 kt

What is meant by this box? (350 in a white box): The tropopause height is at FL350

What is the RVR reading in the METAR below? METAR ZSSS 041600Z 12003MPS 310V290 1200 R09/1300U +SN BKN022 OVC050 M04/M07 Q1020 NOSIG 9949//90= : 1300m with an upward tendency

What is the visibility forecast to be? TAF ZBAA 122243Z 1300/1324 02004MPS 5000 BR BKN012 OVC030 BECMG 1305/1307 04006MP: 5000m.

Which of the following weather phenomena best describe conditions associated with a warm front? : Stratiform clouds, lowering ceilings and continuous precipitation

Which statement about tropical cyclones is most correct?: A tropical cyclone is a non-frontal low pressure system over tropical or sub-tropical waters that has cyclonic flows influenced by Coriolis effect

WINDSHEAR

A decreasing performance shear is - (choose all applicable) an increase in tailwind, a decrease in the headwind component

A decreasing performance windshear may cause the aircraft to descend below the glide path - True

A dry runway : is one which is clear of contaminants and is not “wet”
k
A microburst : Is smaller than a downburst.

A microburst is a small short-lived downburst that creates extreme windshear at low altitudes - true

A significant shear could occur when penetrating a front if the front: Is moving at a speed of 30kt or more and has a surface temperature change of 5C (9F) or greater across the front

A significant shear may occur if a front has a surface temperature change of 5C (9F) or
across the front and/or moving at a speed of 30kt or more - True

A small short-lived downburst that creates extreme windshear at low altitudes is a: microburst

An increasing performance shear during the approach causes airspeed to increase and the aircraft to climb above the profile - True

As the runway coefficient of friction decreases: the accelerate-stop distance will continue to increase

Clear air turbulence (CAT) - is caused by the windshears occurring at the edges of the jet stream

Clear air turbulence (CAT) is usually strongest on the warm air side of a jet stream - false

Downbursts and microbursts generally result from: - downdrafts from thunderstorms.

During a windshear encounter, with the autopilot and autothrottle engaged, an increase in power indicates - a decreasing performance shear

Early recognition of potential windshear situations may
be accomplished by - visual observation

If encountering a decreasing performance shear: Increase the thrust to maintain the glide path and airspeed.

If windshear conditions exist for the approach, the best method to maintain energy is - to incorporate a wind additive of half the headwind component and all of the gust to a maximum of 20kts

If windshear is encountered on the takeoff roll and a reject cannot be completed initiate a normal rotation at least _____ feet from the end of the runway regardless of the airspeed. – 2,000

In potential windshear situations, the Pilot Monitoring (PM) should always monitor the airspeed altitude and localizer - False

In potential windshear situations, the Pilot Monitoring (PM) should always monitor the: - Airspeed, vertical speed and altitude.

Lenticular clouds are always associated with mountain waves - false

Lenticular clouds:
-are a good indicator of the presence of mountain waves

Microbursts are smaller than downbursts and are generally - (multiple answers) 6000ft in diameter and spread out when they hit the surface of the earth, last for about 10 min, have winds that can be up to 6000 ft/min down

Microbursts are smaller than downbursts and generally - have winds that can be up to 6,000 ft/min down

On approach to landing (regardless of the position of the radar switch) the weather radar will begin scanning for windshear below _____ ft Radio Altitude and the PWS alerts are enabled below _____ ft Radio Altitude. The PWS switch is required to be in the AUTO
position, and the ATC switch is in the ON or AUTO position. - 2,300 / 1,500

Pilots may learn of windshear from: - All of the options.

Rotor clouds - are indications of significant turbulence and windshear

The definition of windshear is a change in the wind direction and speed over a short peiod of time or a short distance - True

The weather radar will begin scanning for windshear below _____ ft radio altitude and the PWS alerts are enabled below ____ ft radio altitude regardless of the position of the WXR switch on the EFIS control panel - 2,300/1,200

Virga - is a good indicator of a dry microburst.

When manually flying and an increasing performance shear is encountered: The aircraft may balloon above profile initially.

Which of the following describes a windshear-related inversion - Lower level air is cool and stable, winds above relatively strong.

Wind traveling over high terrain becomes compressed and because of Bernoulli’s principle, accelerates. ____ can be a source of significant windshear - Mountain
waves

Windshear along a coastline may be caused by - the difference in air friction over water and land.

Windshear is associated with frontal boundaries that: have a temperature difference of at least 5C (9F)

Windshear is defined as a change in the __ and __, over a short period of time or a __. Wind direction wind speed short distance

Windshear is found in frontal system boundaries that - have a temperature difference of at least 5°C(9°F)

Unknown category:

The crew sees an RNP and an ANP value displayed on the navigation displays. This indicates - the aircraft is not necessarily RNP qualified

The P-RNAV navigation specification satisfies the full requirements of the RNAV 1 navigation specification - False

Which of the following is a component of Total System Error - Flight Technical Error

Normally, actual weights for passenger baggage are used in LMC calculation. Where obtaining the actual weights will result in a delay, a notional value of ___ per bag shall be used - 20kg

A laissez-faire leader: - Allows the group to do whatever it thinks best..

The brain’s amygdala area is associated with: - Fear and pleasure responses.

- Surprise cannot be managed. - False

Proficiency error is a lack of knowledge or aircraft handling skills. - True

Operational errors include:(choose all that apply)
Intentional non-compliance error.
Procedural error.
Communication error.

Proficiency error.
Operational decision error.n na

- **CRM/TEM**

Accident Sequence Evaluation Program (ASEP) is a human reliability procedure, similar to THERP, used to examine: human performance issues in an accident.

Aircraft running low on fuel due to diversion around adverse weather not identified during preflight planning. - UAS

A democratic leader: - provides opportunity for followers to take some responsibility to handle tasks.

A ____ is the result of an incorrect diagnosis of a problem. - mistake

A laissez-fair style, when things go wrong, can lead to - delays in critical decision-making.

A laissez-fair leader: - Allows the group to do whatever it thinks best.

Anchoring bias refers to - the tendency to place too much reliance on initial information.

An example of a system induced incapacitation is - laser attacks

Are actions or inactions by the crew that leads to deviation from crew or organizational intentions or expectations. - Errors

Black Swan describes: - an event that is entirely unexpected and has major consequences.

By examining potential Error Producing Conditions, such as distraction & tiredness, Human Error & Reduction Technique (HEART) can provide a range of suggestions as to - how reliability can be improved using ergonomics

Cognitive Impairment can be caused by: (choose all that apply) -brain injury, onset of dementia

Communication error is a: - failure to communicate pertinent information.

Decision making requires an understanding of the situation and controlled thinking. Is this statement correct? - Yes

Dependability arises: - from the successful inclusion of resilience in system design.

Discretionary decisions not covered by regulation and procedure that unnecessarily increase risk. – Operational Decision errors

Do you agree that critical thinking does not provide mental control and discipline needed for situational assessment and decision making? - No

Effective Performance Time (EPT is the amount of time in which a person: - can effectively or adequately perform flight duties with an insufficient supply of altitude.

EGPWS, which provides warning to pilots if their aircraft is in immediate danger of flying into the ground or an obstacle, is a good example of a “soft” TEM safeguard. Is this statement true? – No

Emerging risks in the use of recreational drugs are: (choose all that apply) - All of the options.

Error management tools such as HFACS are complemented by Safety Management Systems through:
hazard identification
risk assessment
mitigation

- ALL OF THE OPTIONS

Example of biases that influence decisions are: - self-serving bias, anchoring bias

Flight crew deviations from regulations, flight manual requirements, or airline standard operating procedures. - Procedural Errors

Fluidity in applying leadership styles -
has led to a maturity on the flight deck

Histotoxic Hypoxia is caused by: - alcohol or drug use

Human limitations related to automation are___ - all of the options

If one or more incorrect actions are performed, this type of error is known as as___ - slip

Initial signs of medically induced cognitive impairment may include:
confusion
speech problems
sudden collapse
- ALL OF THE OPTIONS

In the SHEL(L) model, the (L) that is external to central Liveware represents? - Liveware - All the human inputs from outside the system.

In the SHEL(L) model, the L at the centre represents? - Liveware-Human Operator component

Important factors for maintaining good situational awareness. - All of the above
Intentional non-compliance is defined as: - a willful deviation from regulations &/or procedures

Is it true that a mismanaged error reduces safety margins by linking to or inducing additional error/s or an UAS – Yes

Judgment is a process that recognizes and analyses information about - All of the above

Judgment involves: (choose all that apply)
the ability to evaluate risks
the use of experience, skill and knowledge
a person's tolerance for risk

Mode ambiguity occurs: when the current mode cannot be determined.

Mode error occurs: - when flight crew incorrectly assess an automation state as being appropriate.

Model based risk assessments
do not work well in the presence of highly volatile,high impact,low probability events.

One causal factor in the Tenerife accident was:
the refusal of the Captain to include his crew in the decision to take off.

Probability Risk Assessment (PRA) and Cognitive Theory of Controls methods measure - reliability

Procedural error is a deviation in the execution of a procedure where the intention was appropriate but the execution was incorrect

Relaxing in the face of surprise can be accomplished by - pushing the spine back into the seat and consciously trying to relax tension in the body.

Reliability in an aviation context is defined as: - the reliability of humans in a complex human-machine interface

Resilience teaches crews to: address threats in a creative manner.

Startle arises out of: a sudden stimulus, such as a bang.

Stress response is affected by -

individual personality
physical attributes
general health
ALL OF THE ABOVE

TEM is a safety concept with multiple applications in aviation, while CRM is a training intervention that can be enhanced by integrating TEM principles within programs. Is this statement correct? - Yes

The inability of the body cells to use oxygen because of impaired cellular respiration is called:
Histotoxic Hypoxia.

The accurate perception of the factors affecting the aircraft and the crew, including knowing what has happened in the past, what's going on now, and how these affect what might happen in the future. – Situational Awareness

The brain's amygdala area is associated with - fear & pleasure responses

The fifth generation of CRM introduced: - error management.

The foundations of resilience are: (choose all that apply) - perseverance, curiosity, restlessness, adaptability

The mental exercise of playing "what if": (choose all that apply) - is a form of risk assessment, starts with a probe of the hazards facing the crew at any given time

The Reason Model of System Accidents is also known as: - The Swiss Cheese Model.

The process of distributing work by planning, prioritizing and assigning tasks to individual crewmembers within your team – Workload Management

These are events that occur outside the influence of the crew which increase the operational complexity of a flight. E.g. High terrain, icing conditions, airport congestion and flight diversion. - Threats

The three lines of defense against errors are: - avoid, trap, mitigate.

This Countermeasure is essential for developing good communication environment within the flight - Team Climate
Jun

This Countermeasure is essential for managing anticipated and unexpected threats. - Planning

This CRM Countermeasure is essential for error detection and error response - Execution

This CRM Countermeasure is essential for managing the changing conditions of a flight, such as UAS. - Review & Modify

This exists when each team member is empowered and encouraged to contribute in the most effective way to overall task of the team. - Crew Synergy

The FAA defines aeronautical decision making (ADM) as: - the mental process to determine the best course of action.

This is to mitigate the risks of flight crew errors being made due to distraction or disturbance at times when full attention to operation of the aircraft is required - Sterile Flight Deck Procedure

This is usually transient in nature, only existing for a limited time until the state is either recovered or becomes an adverse outcome. - UAS

This refers to our ability to think in an organized and rational manner in order to understand connections between ideas and/or facts. - Critical Thinking

This refers to our ability to express our feelings, opinions, beliefs and needs in a positive, productive manner. - Assertiveness

The ROC technique stands for: - Relax, Observe, Confirm.

Which strategy does not apply when managing anticipated threats? - Evaluating and modifying plans

- *****POSSIBLE REPEAT QUESTIONS..PLEASE CHECK AnND DELETE IF NEEDED*****
-

Dangerous Goods:

____ forbids the carriage of DG in mail except as permitted in 2.4.2. - Universal Postal Union Convention
G
____ uses recommendations from various expert committees to develop a regulation template in the form of technical instructions to the industry - ICAO

A Category 'A' infectious substance is capable of causing permanent disability, life-threatening or fatal disease in otherwise healthy humans or - True
A copy of the NOTOC is kept on file at the departure station - True

A package of dangerous goods must be marked with - All of the options

A package with the following label (Red box with batteries with UN) is being loaded in the aircraft. Does it need to appear in the NOTOC - Yes

A package with the following label is being loaded in the aircraft. Does it need to appear in the NOTOC? (Black and white, black stripes upper half, battery on the bottom, number 9) - yes

A package with the following label is being loaded in the aircraft. Does it need to appear in the NOTOC (red box, batteries, UN____) - No
A shipment of diagnostic specimens may contain infectious substances that have not been declared as dangerous goods - true

A shipment of consolidated consignments is an example of packages that may contain hidden or lundeclared dangerous goods - True

A shipment of UN 1817 Pyro Sulphuryl Chloride is on fire. The ERG code is 8W. Can we use water to suppress it - No

Acceptable DG is a ___. - Category of DG

Airline passenger check-in staff must ____ for hidden or undeclared dangerous goods - Be on the look-out

Airlines should also develop procedures to ensure passengers are advised to remove electronic cigarretes from their carry-on baggage in the event of a gate check-in operation or in cases where excess carry-on baggage must be placed in the hold - True

All DG should be declared in the NOTOC. – No

An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage. -- Dangerous Goods Accident

An occurrence other than dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occuring an aircraft, which results in injury to a person, property or environmental damage - Dangerous Goods Incident

Any DG item that has a serial number 8000 and above will have a ___ prefix - ID

Are articles or substances which are capable of posing a hazard to health, safety, property or environment. – Dangerous Goods

Are dangerous goods assigned to UN numbers and proper shipping names according to their hazard classification and their composition? -- Yes

Are pepper spray, used for self defense, allowed as checked-in? No

Are we allowed to bring empty camping stoves from as checked in - No

Are toxic and infectious substances allowed to be placed in the forward cargo compartment - Yes

Articles or substances, which, as presented for transport, is liable to explode, dangerously react, produce a flame, etc., and is a type of _____. – Forbidden DG

At originating station who shall make a final visual check of the ULDs and bulk loaded freight and shall confirm with his signature in NOTOC that there is no evidence than nay damaged or leaking packages containing dangerous goods have been loaded on the aircraft? -- Ramp Agent

Breathing apparatus may appear in passenger baggage (e.g. scuba equipment) and may be undeclared - True

Can we use ice to keep the said fire cool? -- No

Can a DG be transported if it is allowed in both departure and NOTE: To Whoever adds, please add alphabetically so it's easier to look for and add to
Questions are mostly arranged by topic and then alphabetically
Make sure to set to editing mode (top right corner, select the pencil and choose editing)

AIRBUS 320 Flight Safety

At the gate, a red light flashes under the door window when: - engines are stopped, slide is disarmed and cabin is pressurized

Can you speak on VHF and the PA at the same time: - never

CKPT OXY becomes amber when system pressure goes below: 300 psi

Emergency lighting using the integral batteries will provide lighting for: - 12 minutes

Evacuation command button at the forward flight attendant position: - can only be activated, provided the cockpit switch at the CAPT and PURS position

For communication with ground mechanic at the engine nacelle, the crew must use the following audio system selection: - ATT + CAB

How many escape ropes are in the cockpit? 2 escape ropes - 1 over each window, they can be used through the left or right window

How many oxygen overpressure safety systems does the A330 have? Two

If a slide fails to inflate automatically: - b or c (it must be inflated by manual activation; it may be used as a manually held escape slide)

If an emergency access procedure has been initiated by a cabin crew member, the buzzer in the cockpit will sound for: Continuouslyr

If cabin altitude rises above 14,000FT, Oxygen masks will drop out: - automatically by cabin pressure and/or flight deck action

If power to the cockpit door fails: The door unlocks automatically, but remain closed.

In normal operation, RMP1 is dedicated to: VHF1

In the AUTO position, the fasten seat belt sign and the return to your seat sign will illuminate: When the landing gear is extended and then the slats are extended to position 1, 2, 3, or Full.

In the AUTO position, the strobe lights come on: At takeoff (shock absorber not compressed)

Is the alert active when the command pb. on the EVAC purser panel is pressed? - Yes, provided the cockpit EVAC switch in the CAPT and PURS position

On the COCKPIT DOOR panel, if DC BUS 2 fails: No Fault indication appears and the cockpit door locking system is not electrically supplied and is operative.

REGUL LO PR is displayed in amber on the ECAM DOOR/OXY page if oxygen pressure drops to 50 psi or lower on what? The low pressure circuit

Setting the STORM position on the INT LT panel: Sets the dome lights and main instrument
Some pushbuttons have two illuminated dots, indicating that the corresponding part of the pushbutton: Is not used

The aircraft is fitted with emergency evacuation slides at: - the 4 entry doors and the overwing exits

The captain may call all cabin attendants at the same time: - True

The CREW SUPPLY switch on the overhead panel controls what? The Supply solenoid valve

The cockpit door: - normally opens into the cockpit but can be forced open in either direction

The fasten seatbelt sign, no smoking and exit signs illuminate: - the appropriate switches are ON and/or excessive cabin altitude is detected

What happens when the mask is used with the selector at 100% position: - mask is supplied with undiluted oxygen on demand

What is the main purpose of the RMP: - both (choices are 1. To select radio frequencies; 2. To select NAV AIDS when the MCDU has failed; 3. Both)

When opened in an emergency the passenger entry doors: - are pneumatically assisted into the open position

When the landing gear is retracted after takeoff, the taxi and takeoff lights will: Turn off automatically.

Where are the cockpit EVAC signals command pb. switches installed? On the overhead panel and the purser station

With the switch in any position, the exit signs will illuminate in the event of excessive cabin altitude. True

With the switch in the ARM position, emergency lighting is provided when: - AC Bus 1 or DC Shed Essential Bus fails

You want to erase tge CVR recording: - you push the erase pb more than 2 seconds and check that parking brake is ON

AIRBUS 330 Flight Safety

After activation of the evacuation alert system from the cockpit, the horns: - can be individually canceled from the associated area

After starting #2 engine you get a master caution and amber L.FWD cabin message on the Upper ECAM: - the L.FWD cabin door is not locked and cabin cannot be pressurized

All the emergency lights in the cabin are automatically controlled from the emergency power supply units - which are distributed in the passenger cabin ceiling

An actuator assembly will pneumatically assist the door to open position: during an emergency opening

An escape rope is located; above and aft of both sliding windows

At the gate, a red cabin pressure lights flashes below the door observation window if: - engines are stopped, slide is disarmed and cabin is pressurized

Can the cockpit windows be opened from the outside? No

Can the oxygen flow, once started, be stopped? - NO

How many oxygen overpressure safety systems does the A330 have? Two

If power to the cockpit door fails: The door unlocks automatically, but remain closed.

If RMP1 fails: - VHF1 can be tuned by RMP2 and RMP3

If the crew selects the DOME light brightness switch to STORM position: - dome lights will illuminate at FULL intensity independently of the CTL switch position

In emergency electrical configuration: only the first officer dome light is available.

On the ACP1, the VHF 1 annunciator light illuminate green and the INT's MECH light illuminate amber. When the Captain wishes to answer the mechanic's call, he can talk to the mechanics by: - placing the INT/RAD switch in the INT position

Opening door from outside when door is armed: - disarms the arming lever

Prior to closing the door you must: push down the gust lock

RWY TURN OFF lights are located: on the nose gear and automatically extinguished at gear retraction

Should the normal power fails, the batteries (EPSU's) continue to supply emergency light - 12 minutes

Should the slide do not inflate automatically: - pull the red manual inflation handle

Some pushbuttons have two illuminated dots, indicating that the corresponding part of the pushbutton: Is not used

The additional panels at the door 2L and at door 4L are equipped with: - an EVAC/RESET button only

The arming lever safety opin is installed to: - prevent the lever from being moved to the armed position

The cabin interphone system provides communication: - between the flight crew and the cabin stations

The cockpit EVAC selector is in the "CAPT" position. The evacuation alert system has to be - there are NO WARNINGS in the cabin, the cockpit is advised by a 3 SECOND BUZZER

The evacuation alerts system can be activated: from the cockpit and from the Purser station

The FASTEN SEAT BELTS selector in the cockpit is in the AUTO POSITION, when do the FASTEN SEAT BELTS signs in the cabin illuminate? - when the slats extend

The passenger address system allows: - cabin announcements through the passenger and attendant loudspeakers

The pilot makes an interphone call to the cabin. Do cabin attendants need to perform a dial procedure to speak to the pilot? - NO

To disconnect the double lane slide from the aircraft: - lift the flap, then pull the disconnection handle

To enable communication with a mechanic at the number 2 engine during manual start valve operation, the pilot must: - select the CAB transmission key and the reception knob

To erase the CVR tape the aircraft must: - be on the ground and parking brake ON

To make a PA announcement the pilot can: - use the cockpit handset on the pedestal

To test the oxygen flow of the cockpit mask: - the TEST and RESET button must be pressed then the O2 blinker blinks once

The passenger O2 units can be opened manually by: answer A & B are correct

What does a blue indication on a cockpit panel pushbutton indicate to the pilots? The system is being used normally but temporarily

What happens when the 100% position is selected on the crew oxygen MASK? - the user breathes pure oxygen

What is the P.A. procedure using a boomset or an oxygen mask? - keep the PA button pressed and talk

What is the P.A. procedure using the cockpit handset? - pick-up the handset, keep the PTT pressed and talk

What is the P.A. procedure using the microphone? - keep the PA pb on the ACP pressed, keep the PTT button pressed and talk

È to achieve his goal.
Goal oriented criminal

This type of hijacker's work alone and his actions will often be spontaneous, bviolent, and without regard for personal safety and security of others.
Mentally disturbed.

Types of individuals who may pose a risk to civil aviation include - All of the options

What shaped of pictograms on packages may indicate the presence of dangerous goods - diamond

When can checked-in luggage travel without the associated passenger - if the luggage and passenger are separated through no fault of the passenger

Which of the following may be classified as "unknown cargo" - All of the options

With respect to aviation security, an unlawful act is - all of the options

With regards to security, the Capt briefing to the crew should include flight deck communications, normal and emergency flight deck access, and the presence of any security officers - true

CFIT

A ___ approach is one that is made in blowing snow, or over an unbroken snow-covered ground, blending in with a white uniform overcast sky - whiteout

A 'black hole approach' illusion can occur during approach at night over water or unlit terrain to a lighted runway - True

A narrow runway may give the illusion of the aircraft being atat7 a higher altitude than it actually is - True

A non-precision approach that contains one or more level-off points could contribute to a destabilized approach and loss of situational awareness - True

A QFE altimeter setting indicates: - height above field elevation

A runway that slopes upward can create the illusion that the aircraft is at a ___ altitude than it actually is - higher

An accurate perception by the flight crew of the factors and conditions currently affecting the safe operation of the flight is defined as ____ - situational awareness

Altimeter settings may be expressed in - all of the options

Below what temperature must the flight crew ensure that altitudes published on terminal and approach charts are amended using cold weather operation procedures? (Choose all applicable options). - 0°C (only one answer qcan be selected)

Controlled Flight Into Terrain (CFIT) is defined as a collision whereby an airworthy aircraft, under control of the flight crew, is inadvertently flown into terrain, an obstacle, or water - True

Crew Resource Management () is the effective use of all available resources to aircrew to ensure the safe and efficient operation of the aircraft, reducing errors and effects of errors - True

During operations over water, the absence of ground features can create the illusion that the aircraft is ___ than it actually is - higher

During daylight operations, rain ___ the intensity of the approach lighting system, making the runway appear farther than it actually is. - diminishes

Effective use of autoflight systems can help to reduce the risk of a CFIT accident - true

Enhanced Ground Proximity Warning Systems (EGPWS) use ___ to monitor terrain along the projected flight path - all of the options

EGPWS have ___ different alert modes - seven

From 2008 to 2017, CFIT accidents caused the second highest number of fatalities for all aviation accidents - true

Failure of a pilot to confirm specific FMS selections with the rest of the flight crew is an example of - Crew Resource Management ()

Flying in haze or shallow fog can give the illusion that the runway is ___ than it actually is - farther away

Most CFIT related accidents have occured during the ___ phase - approach

Pilots should not delay reacting to GPWS terrain warnings no matter what the visual indications may be - True

The EGPWS warning is normally the flight crew’s last opportunity to avoid a CFIT accident - True

The importance of obtaining a full pre-flight dispatch briefing improves _____ durig flight. - situational awareness

The majority of aviation accidents occur during the following phase of flight - approach and landing

The Minimum Safe Altitude Warning System (MSAWS) is operated in ___ modes. - two

The setting of the barometric altimeter should be viewed as a: critical flight crew action

To reduce overall workload and reduce the risk of CFIT, flight crews should ensure that briefings are conducted in a timely manner, and that all questions and uncertainties are resolved before: the top of descent point

Visual illusions associated with approach and runway lighting are a function of - All of the options

Visual illusions take place when conditions modify the flight crew's perception of the environment relative to their expectations - true

Which elements constitute communication for the flight crew - all of the options

COLD WEATHER OPERATIONS / ICING

A coating of ice, generally clear and smooth, but with some air pockets - Clear ice

A contaminated wing stalls at a ____ Angle of Attack (AOA) - lower

A deposit of ice, produced by freezing or supercooled fog at temperatures below freezing - Rime ice

A dry runway: is one which is clear of contaminants and is not “wet”

After engine start and during taxiing, engine anti-ice will be required when: temperatures are at or below 10C and there is visible moisture present

A PCI is typically conducted by a member of the flight crew from within the aircraft during taxi out - True

A Pre-Take-off Contamination Inspection (PCI) is typically conducted by - a member of the flight crew from within the aircraft during taxi out

A precautionary procedure by which clean airplane surfaces are protected against the formation of ice and frost, and the accumulation of snow and slush for a limited period of time (holdover time) - Anti-icing

After Engine start and during taxiing, engine anti-ice will be required when - Temperatures are at or below 10’c and there is visible moisture present

Airborne icing condition are generally considered to exist at temperatures: at or below 10°C with visible moisture; visibility of one statute mile or less

Aircraft systems are unaffected by cold weather operations - False
Ì

All aircraft are certified for flight into known freezing precipitation conditions - False

All FPD's have an associated Lowest Operational Usable Temperature (LOUT). A FPD fluid _____ be applied with an OAT lower than the LOUT. Wing skin temperature ____ a factor - may not, is

As the runway coefficient of friction decreases: the accelerate-stop distance will continue to increase

Choose the correct statement concerning Icing Intensity: in light icing, de-ice or anti-ice systems should be on and can easily remove the ice formation.

Clear ice can form on the surface of a wing of a parked airplane due to cold soaking - Even if the ambient temperature is well above freezing, usually only with high humidity, rain or fog present (multiple answers)

Clear ice can form on the surface of a wing of a parked airplane even if the ambient temperature is well above freezing - True

Clear ice is associated with ___ droplets, is ___ to detect and ___ to remove - large, difficult, difficult

Clear ice is composed of ___ water droplets and typically forms in ___ type clouds - large supercooled, cumuliform

Cold weather has an impact on all phases of aircraft operations - True

Cold weather has an impact on : all phases of aircraft operations

Conditions conducive to the formation of critical surface contamination are present when the Outside Air Temperature (OAT) is ___ or less with the presence of visible moisture (clouds, fog with visibility of ___ or less, rain, snow, sleet, or ice crystals)l ice, snow, slush, or standing water on the ramps, taxiways or runways - 10C, 1 sm

Critical surfaces generally include - the wings, control surfaces, and Vertical and Horizontal stabilizers

Depending on policy and regulation, the use of an assumed temperature (flex) thrust reduction for takeoff from a contaminated runway: is not generally permissible

Does a Type I fluids can be used in a “single fluid” de/anti icing operations? – Yes

Does a Type I fluid primarily a de-icer? - Yes

Does a Type II fluid can be used in a ‘single fluid’ de/anti-icing operations and can be used in conjunction withType I as part of a two-step de/anti-icing procedure - Yes

Does a Type IV fluid contain pseudo plastic thickener system which additionally protects the aircraft against re-freezing (anti-icing) due to its film-forming properties? - Yes

Does the crew ensure that all doors and windows will be closed and before closing any aircraft door, all slush and water must be removed from the door area? - Yes

Dry snow, not adhering to the upper wing surface, may be left on the surface provided the pilot is assured that the dry snow is not concealing frozen contaminant adhering to the surface and that the dry snow will blow off on the take-off run. - True

Engines are affected by cold weather operations - All of the options

Frost is an acceptable contaminant on all aircraft surfaces - False

Holdover Time (HOT) begins - With the commencement of the final application of de-icing/anti-icing fluid

Holdover time (HOT) ends - the earlier of when the HOT elapses or the fluid loses its effectiveness

Icing intensity is determined by the wing shape, speed and temperature, as well as the moisture content of the air mass including the droplet size and temperature - true

Idle power bleed-air heat is sufficient to melt all ice accumulation encountered while taxiing in moderate icing conditions - False

Inspections related to anti- and deicing activity may include - All of the options

Is it proper to apply fluids on the flight deck and cabin windows at right angles to the surface? - No

It ensures all aircraft surfaces are free of frozen contaminants after de-icing application - Post de-icing check

It is the process which removes ice, snow, slush or frost from airplane surfaces. - De-icing

It may be advisable to delay gear retraction after having taxied-out on contaminated surfaces - True

Jet blast poses a contamination hazard during cold weather operations - true

Minimal (⅛ in or less) amounts of frost: are acceptable on the wing lower surface, adjacent to the fuel cell, between the forward and aft spars

Monitor fuel temperature with reference to freeze point and consider lower altitudes or higher mach numbers when necessary. Flight planning on certain routes may require a fuel freeze analysis - True

On the ground, during times of no precipitation: - aircraft surface contamination may result from snow, ice, and slush lifted aloft by strong winds and jet blast.

Once the HOT for the current condition has been exceeded _____ must be conducted: - a PCI

Once the HOT for the current condition has been exceeded, a Pre-take-off contamination inspection (PCI) must be conducted - True

One of the most significant hazards associated with cold weather operations is: critical surface contamination

One of the most significant hazards associated with cold weather operations is: critical surface contamination - true

Rime ice is composed of ___ water droplets and typically forms in ___ type clouds - small super-cooled, stratus

Roll upset is associated with - Ice ridges formed behind protected area of wing

Some aircraft systems that may be affected by cold weather are - flight controls, water and waste (multiple answers, verified*)

Some critical surface contamination is permitted on the takeoff - False

Tailplane stall can occur - when the tailplane is contaminated with ice

Temperature corrections should be applied to an instrument approach procedure when the airport is below - 0°C

The aerodynamic effect of ice accumulation on an airplane in flight can include - All of the options

The clean aircraft concept means - take off is prohibited when frost, ice or snow is adhering to any critical surface of the aircraft

The estimated time that deicing/anti-icing fluid will prevent formation of frost or ice and the accumulation of snow on the critical surfaces of an aircraft - Holdover time

The presence of freezing precipitation and large, supercooled droplets can be indicated by - All the options

The RWYCC is used for: Flight crews to determine the landing performance of their aeroplane

This check is conducted within the aircraft's HOT and may ve made by observing representative surfaces for the flight deck, cabin, or outside the aircraft, spending on the type of aircraft operator's CAAP approved program. – Pretake-off check

This includes light freezing rain, freezing drizzle, frost, ice, ice pellets, snow, snow grains and slush - Frozen contaminants

Type IV fluid is a(n) ___ agent, used to ___ snow and ice accumulation and has a ___ hold over time - anti-ice, prevent, long

Type one fluid is a(n) ___ agent, used to ___ snow and ice accumulation and has a ____ hold over time - de-ice, remove, short

Unprotected horizontal stabilizers can stall from ice accumulation causing the nose to pitch ___. This is accentuated when the flaps are ___ - down, extended

Using the ff METAR, determine the holdover time for undiluted type IV fluid: 0:55-1:50

Using the following METAR, determine the holdover time for undiluted type IV fluid.
(METAR 2015/01/12 15:20 EGGP 121520Z 34004KT 260V030 4000 -SHSN FEW008 OVC025 -4/-5 Q0997)
0:55 - 1:50

Will it be considered your HOT expires when frozen deposits starts to accumulate on treated aircraft surface?
YES

What composition does type II fluid have to protect the aircraft against refreezing due to its film forming properties? – Pseudo Plastic Thickener System

When flying for extended periods of time at very low temperatures: all of the options

When the inspection is conducted from the aircraft cabin, should it be completed with adequate lighting present allowing the representative surface to be clearly visible and allowing any evidence of fluid failure to be accurately determined - Yes

Who will initiate the de-icing procedure if maintenance is not available? - Captain/Pilot in Command

Who will be notified that de-icing is about to commence in order to ensure appropriate systems are shut down and aircraft is properly configured? Flight crew

Will it be considered your HOT expires when frozen deposits start to accumulate on treated aircraft surfaces? - Yes

CONTAMINATED RUNWAYS

A balanced field takeoff may require operators to ____ thrust and/or ____ weight to still ensure the most limiting field length requirements are met. increase, decrease

A dry runway: is one which is clear of contaminants and is not “wet”

Aircraft certified landing distances are: unfactored

A runway is considered contaminated whenever _____ are present over more than 20% of the runway surface area within the required length and width being used. Choose one or more. – a)ice b)slush

A runway is considered contaminated whenever standing water, ice, snow, slush or frost in any form, heavy rubber or other contaminants are present over more than _____ of the runway surface area within the required length and the width used. – 0.25

A SNOWTAM describes the contamination of each runway _____ and can contain up to _____ contaminants for each _____. – third/2/third

Actual landing distances are approximated by multiplying unfactored distances by ___ for dry runways and by a further ____ for wet runways: 1.67, 1.15

Aquaplaning depends upon. – All of the options

Aircraft was certified landing distances are _____. – unfactored

As the runway coefficient of friction decreases: The accelerate-stop distance will continue to increase.

Choose the correct statement: v1 is reduced on contaminated runways

Depending on policy and regulation, the use of a fixed de-rate thrust for takeoff from a contaminated runway: may be permissible

Depending on policy and regulation, the use of an assumed temperature (flex) thrust reduction for take-off from a contaminated runway: - is not generally permissible.

Directional control may be lost when landing on an icy runway. To regain directional control: deselect reverse thrust and release the brakes

Dry, damp, and wet runways _____ considered to be contaminated if they have less than _____ of water depth. – are not, 3mm

For state specific information on contaminated runway operations in a particular state, pilots should consult: - the AIM/AIP for that state

On a contaminated runway, reducing V1: -- All of the options

Precipitation drag will_____ acceleration distance and _____ deceleration distance. – increase, decrease

Runway contamination most adversely affects: -- accelerate stop distances

Taking-off on contaminated runways, accelerate-go distances are affected by: precipitation drag

The global reporting format (GRF) consists of: all of the options

The minimum cleared runway width requirement for transport category aircraft is typically ____ either side of centerline: 15 m

The maximum validity period of a SNOWTAM is: 8 hrs

The minimum cleared runway width requirement for transport category aircraft is typically _____ either side of centerline. – 15m

The RWYCC is used for: flight crews to determine the landing performance of their airplane

When landing on contaminated runways, main gear touchdown should be _____, and the nose wheel should be lowered _____. -- positive, promptly

When operating from a contaminated runway, a rolling takeoff: -- will help minimize the ingestion of contaminants into the engines

Where the accelerate-go and accelerate-stop distances are equal, the field length required is considered to be _____. -- balanced

Which of the following result in less build-up of contaminants? (Choose one or more). – c) grooved runways d)Porous runways

A more structured approach to error management has been identified through such tools as w deck is: the acceptance of the Captain's authority.

An error occurs due to: action or inaction by the flight crew.

Model based risk assessments - Do not work well in the presence of highly volatile, high-impact, low-probability events.

BSEs can be predictable. - False

Can stress be considered as a positive response in certain cases? - YES

Threat and Error Management is an effective way to foresee a BSE. - False

Judgment is a process that recognizes and analyses information about _____. All of the options(the crew environment and the aircraft)

Judgment includes: - The evaluation of alternatives.

The Fifth generation of introduced: - Error Management.

Automation Surprise is caused by: (choose all that apply)
- Lack of mental picture
- Poor feedback from the automation

Personality changes are harder to identify because: - Pilots may not fly together often enough to establish a personality change.

Stress related disease results form ____. - Excessive demands.

Histotoxic Hypoxia is caused by: - Alcohol or drug use.

Accident Sequence Evaluation Program(ASEP) is a human reliability procedure, similar to THERP, used to examine: - Human Performance issues in an accident.

Black Swan describes: an event that is entirely unexpected and has major consequences.
By examining potential Error Producing Conditions, such as distraction and tiredness, Human Error and Reduction Technique(HEART) can provide a range of suggestions as to: - How reliability can be improved using ergonomics.

A _____ is a failure to follow established procedures or performance of actions that are generally forbidden. - Violation.
If there is an omission of one or more steps in a sequence of steps, this type of error is known as a _____ - lapse

In the SHEL(L) model, the H represents? - Hardware

A laissez-faire style, when things go wrong, can lead to: - Delays in critical decision-making.

A laissez-faire leader: - Allows the group to do whatever it thinks best..

In the SHELL model, the E represents? Environment

Mode ambiguity occurs: when the current mode cannot be determined.

Prolonged tobacco use can cause: (choose all that apply) - chronic bronchitis, increased fatigue, decreased night vision.
The brain's amygdala area is associated with: - Fear and pleasure responses.
The FAA defines aeronautical decision making (ADM) as: the mental process to determine the beat course of action.
The fifth generation of CRM introduced: error management.

The foundations of resilience are: (choose all that apply) - pereseverance, curiosity, restlessness, adaptability
The mental exercise of playing "what if":(choose all that apply) - is a form of risk assessment, - starts with a probe of the hazards facing the crew at any given time

Surprise cannot be managed. - False

Proficiency error is a lack of knowledge or aircraft handling skills. - True

Relaxing in the face of surprise can be accomplished by: pushing the spineback into the seat and consciously trying to relax tension in the body.
Reliability in an aviation context is defined as: the reliability of humans in a complex human machine interface.
Operational errors include:(choose all that apply)
- Intentional non-compliance error."
- Procedural error.
- Communication error.
- Proficiency error.
- Operational decision error.

Crew Resource Management

A _____ is the result of an incorrect diagnosis of a problem. - mistake

Anemia causes: - Hypemic Hypoxia

Fluidity in applying leadership styles: has led to a maturity on the flight deck
Human limitations related to automation are; skill degradation, situational awareness and workload.
In the SHEL(L) model, the (L) that is external to central liveware represents (L)iveware – All the human inputs from outside the system.

Because of the nature of BSEs, the only real defense is: to be mentally & physically prepared and to remain alert.

By examining potential Error Producing Conditions, such as distraction & tiredness, Human Error and Reduction Technique (HEART) can provide a range of suggestions as to: - how reliability can be improved using ergonomics.

Characteristics of effective followership include: - All of the options

Mode error occurs: - when the flight crew incorrectly assess an automation state as being appropriate.

One causal factor in the Tenerife accident was: - the refusal of the captain to include his crew in the decision to takeoff.

One definition of stress is: - an organism's total response to environmental demands & pressures.

One method of observing is to: - making observations about the environment using questioning to gain understanding.

Procedural error is a deviation in the execution of a procedure where the intention was _____ but the execution was _____. - appropriate, incorrect

Resilience teaches crews to: - address threats in a creative manner.

Startle arises out of: - a sudden stimulus, such as a bang.

The "DECIDE" model of decision making: - was designed to help organize thoughts & prevent overlooking critical information.

TEM

Aircraft running low on fuel due to diversion around adverse weather not identified during preflight planning. - UAS

Are actions or inactions by the crew that leads to deviation from crew or organizational intentions or expectations. - Errors

Decision making requires an understanding of the situation and controlled thinking. Is this statement correct? - Yes

Discretionary decisions not covered by regulation and procedure that unnecessarily increase risk. – Operational Decision errors

Do you agree that critical thinking does not provide mental control and discipline needed for situational assessment and decision making? - No

EGPWS, which provides warning to pilots if their aircraft is in immediate danger of flying into the ground or an obstacle, is a good example of a "soft" TEM safeguard. Is this statement true? – No

Flight crew deviations from regulations, flight manual requirements, or airline standard operating procedures. - Procedural Errors

Important factors for maintaining good situational awareness. - All of the above

Is it true that a mismanaged error reduces safety margins by linking to or inducing additional error/s or an UAS – Yes

TEM is a safety concept with multiple applications in aviation, while is a training intervention that can be enhanced by integrating TEM principles within programs. Is this statement correct? - YES

The accurate perception of the factors affecting the aircraft and the crew, including knowing what has happened in the past, what's going on now, and how these affect what might happen in the future. – Situational Awareness.

The process of distributing work by planning, prioritizing and assigning tasks to individual crewmembers within your team – Workload Management

These are events that occur outside the influence of the crew which increase the operational complexity of a flight. E.g. High terrain, icing conditions,
airport congestion and flight diversion. - Threats

This Countermeasure is essential for developing good communication environment within the flight - Team Climate

This Countermeasure is essential for managing anticipated and unexpected threats. - Planning

This Countermeasure is essential for error detection and error response - Execution

This Countermeasure is essential for managing the changing conditions of a flight, such as UAS. - Review & Modify

This exists when each team member is empowered and encouraged to contribute in the most effective way to overall task of the team. - Crew Synergy

This is to mitigate the risks of flight crew errors being made due to distraction or disturbance at times when full attention to operation of the aircraft is required - Sterile Flight Deck Procedure

This is usually transient in nature, only existing for a limited time until the state is either recovered or becomes an adverse outcome. - UAS

This refers to our ability to think in an organized and rational manner in order to understand connections between ideas and/or facts. - Critical Thinking

This refers to our ability to express our feelings, opinions, beliefs and needs in a positive, productive manner. - Assertiveness

Which strategy does not apply when managing anticipated threats? - Evaluating and modifying plans

Dangerous Goods:

____ forbids the carriage of DG in mail except as permitted in 2.4.2. - Universal Postal Union Convention

____ uses recommendations from various expert committees to develop a regulation template in the form of technical instructions to the industry - ICAO

A Category 'A' infectious substance is capable of causing permanent disability,
life-threatening or fatal disease in otherwise healthy humans or - True

A copy of the NOTOC is kept on file at the departure station - True

A package of dangerous goods must be marked with - All of the options

A package with the following label (Red box with batteries with UN) is being loaded in the aircraft. Does it need to appear in the NOTOC - No

-

A package with the following label is being loaded in the aircraft. Does it need to appear in the NOTOC? (Black and white, black stripes upper half, battery on the bottom, number 9) - yes

A package with the following label is being loaded in the aircraft. Does it need to appear in the NOTOC (red box, batteries, UN____) - No

A shipment of diagnostic specimens may contain infectious substances that have not been declared as dangerous goods - true

A shipment of consolidated consignments is an example of packages that may contain hidden or undeclared dangerous goods - True

A shipment of UN 1817 Pyro Sulphuryl Chloride is on fire. The ERG code is 8W. Can we use water to suppress it - No

Acceptable DG is a ___. - Category of DG

Airline passenger check-in staff must ____ for hidden or undeclared dangerous goods - Be on the look-out

Airlines should also develop procedures to ensure passengers are advised to remove electronic cigarretes from their carry-on baggage in the event of a gate check-in operation or in cases where excess carry-on baggage must be placed in the hold - True

All DG should be declared in the NOTOC. – No

An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage. -- Dangerous Goods Accident

An occurrence other than dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occuring an aircraft, which results in injury to a person, property or environmental damage - Dangerous Goods Incident

Any DG item that has a serial number 8000 and above will have a ___ prefix - ID

Are articles or substances which are capable of posing a hazard to health, safety, property or environment. – Dangerous Goods

Are dangerous goods assigned to UN numbers and proper shipping names according to their hazard classification and their composition? -- Yes

Are pepper spray, used for self defense, allowed as checked-in? No

Are we allowed to bring empty camping stoves from as checked in - No

Are toxic and infectious substances allowed to be placed in the forward cargo compartment - Yes

Articles or substances, which, as presented for transport, is liable to explode, dangerously react, produce a flame, etc., and is a type of _____. – Forbidden DG

At originating station who shall make a final visual check of the ULDs and bulk loaded freight and shall confirm with his signature in NOTOC that there is no evidence than nay damaged or leaking packages containing dangerous goods have been loaded on the aircraft? -- Ramp Agent

Breathing apparatus may appear in passenger baggage (e.g. scuba equipment) and may be undeclared - True

Can we use ice to keep the said fire cool? -- No

Can a DG be transported if it is allowed in both departure and arrival stations but not allowed in the transit station? - No

Cargo aircraft only DG is allowed for full cargo flights in a passenger and cargo aircraft - No

Check-in staff must be adequately trained to assist them to ___ dangerous goods carried by passengers -

Chemical agent monitoring equipment, when carried by staff members of the Organization of Prohibition of Chemical Weapons on official travel may be permitted = As carry-on baggage and checked baggage** (not verified)

Class or division is shown in the NOTOC inside a parenthesis. – No

Column C lists the - Class or Div. (Sub hazard)

Column I lists the packing instructions for aircraft carrying passengers and cargo - True

Cargo aircraft only DG is allowed for full cargo flights in a passenger and cargo aircraft. - No

Corrosives are a - Class of DG

Dangerous good in limited quantities is a - Category of DG

Dangerous goods always pose a hazard when carried on board aircraft - False

Dangerous goods are allowed inside the cabin (also written as Dangerous goods are allowed in the cabin). – Yes

Dangerous goods are articles or substances that are capable of posing a hazard to - (multiple answers) Health, safety Environment, Property

Dangerous goods are articles or substances, which are capable of posing a _____ to health, safety, property, or the environment - Hazard

Dangerous goods are assigned to the relevant packing group according to the degree of hazard they present. The highest level of danger is - Packing group I

Dangerous goods are classified by the - united nations committee of experts

Dangerous goods are defined as articles or substances which are capable to posing a hazard to health, safety, property or the environment - True

Dangerous goods can be divided into the following groups - All of the options

Dangerous goods in exempted quantities will appear in NOTOC? - No

Dangerous goods in limited quantities is a _____. - Category of DG

- Dangerous Goods packages must be ___ to prevent them from moving duringi flight and be protected from damage by other freight - secured

Dangerous goods that can be carried by passengers or crew are outlined in what table of the IATA DGR - 2.3A

Determines the acceptability of the articles and substances for air transport, as well as the conditions for transport. – Identification of Dangerous Goods

DG in excepted quantities is required to be declared in the NOTOC. - No

Do articles and substances that are packed as Limited Quantity need to appear in the NOTOC - Yes

Do articles and substances that are packed as excepted quantity need to appear in the NOTOC - No

Do we need to segregate Flammable Liquids with Corrosive substances - No

Do we need to segregate oxidizing substances from flammable liquids - Yes

Do we need to separate hatching eggs from radioactive materials - Yes

Do we need to seperate Live s from Dry Ice - Yes, we must place them in different compartment

Does dangerous goods in excepted quantities do not require a shipper’s declaration? - YES

Drill number 11 refers to infectious substances that may affect humans or s if inhaled, ingested or absorbed through the mucous membranes or an open wound - True

Dry ice can be carried in the cabin in limited amounts. – Yes

Dry Ice is a - Type of DG

During a dangerous goods incident ATC is never to be notified of the type of dangerous goods being carried on board the aircraft - False

E-cigarettes and any spare lithium batteries - must be carried in carry-on baggage

Except as provided in Section 2.3 of the DGR, dangerous goods must not be carried on board aircraft by passengers or crew - All of the options

Flammable liquids are a _____ - Class of DG

Flight crew members are under Category 10 of the DGR training requirements - yes

Flight crew must be prepared to respond to a dangerous goods incident without the benefit of documentation, labeling or marking as set out in the - Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (EGR)

Flight crew must be prepared to respond to a dangerous goods incident without the benefit of documentation, labeling or marking as set out of the DGR - YES

For Cargo Aircraft Only, what is the maximum allowed net quantity of this shipment per package - (Shows Selenium Oxychloride) 2.5 liters per package

For Passenger and Cargo aircraft, what are the packing instructions for Selenium Oxychloride - 850

Forbidden DG is a - Category of DG

Forbidden Dangerous Goods are items that are liable to explode, dangerously react, produce a flame or evolution of heat, or dangerous emission of toxic, corrosive or flammable gasses - True

From a flight from Manila to London, an incident related to dangerous goods shipment occurs while flying over india. Which authorities must can can be informed of the incident - The civil authority of the philippines, the directorate general of civil aviation of india, the uk civil aviation authority (multiple answers)

Goods acceptable without the Operator's devicesapproval include: portable electronic (including medical devices)(such as watches, calculating machines, cameras, cellular phones, lap-top computers, camcorders) containing batteries, when carried by passengers of crew for personal use - True

Hair curlers containing hydrocarbon gas may be permitted - As carry-on baggage and as checked baggage

Handling labels such as ‘Cargo Aircraft Only’ must also be afficed next to the appropriate hazard label and may be loaded to passenger and cargo aircraft? - No

Hidden dangerous goods are always deliberately placed on the aircraft without declaration - False

How are passengers and crew notified of dangerous goods that are forbidden for transport aboard an aircraft? -- All of the above

How can we determine the ERG code if it wasn’t provided in the NOTOC? - All of the above

How many DG classes are there? - 9

How many DG variations does PAL have as an operator - 4

How many operator variations does PAL have? - 4

How many sections could be found in the Emergency Response Guide? - 4

IATA DGR is updated every _____. Annually

If a label becomes lost, detached or illegible - The label must be replaced with an appropriate label

If an item has not yet been classified with a UN Identification Number it is assigned a _____ series number - 8000

If there is a secondary hazard associated with the item, the applicable label must be affixed adjacent to the primary label - True

In handling radioactive materials, what standardized unit that indicates the radiation level of a package containing radioactive materials? - Transport Index (T.I)

In table 4.2, the proper shipping name is shown in bold (dark) type whereas the descriptive text is shown in light type? -- Yes

In which class does lithium ion batteries belong - 9 misc9 misc

Infectious substances in Category 'B' must be assigned to UN - 3373

Is it recommended that ATC be notified of dangerous goods on board in the event of an emergency - Yes

Limited quantity DG has a prefix of - Y

Operators are obligated to report any occasion when undeclared or mis-declared dangerous goods are discovered in - All of the options

Operators are obligated to report any occasion when undeclared or mis-declared dangerous goods are discovered in cargo, mail or passenger baggage - yes

Operator's responsibility presented in Section I of the DGR include - All of the options

Passengers may inadvertently or intentionally carry on board aircraft DG which are hidden in their baggage and which are undeclared. -- Yes

Non-flammable, non-toxic aerosols in Division 2.2 may be permitted - All of the options

Numerous States and specific operators have registered individual variations to the DGR - True

Packages containing ____ require a seperate handling label in addition to a Division 2.2 label - Batteries

Packages containing environmentally hazardous substances or mixtures meeting the criteria of UN 3077 and UN 3082, must be durably marked with the Environmentally Hazardous Substance mark? - YES

Packages containing lithium cells or batteries prepared in accordance with the relevant packing instructions must bear the lithium battery mark and must have the correct UN number as specified in regulations - Yes

Packages of dangerous goods that contain Cryogenic liquids or carbon dioxide, solid (dry ice) must not be loaded in proximity to - Live s*** (author's answer, not yet verified)

Packages of dangerous goods need only be inspected prior to loading - True

Packing group I is - High danger

Passengers may inadvertently or intentionally carry on board aircraft DG which are hidden in their baggage and which are undeclared. - Yes

Please match the following classes with the correct class number - Flammable solids = Class 4, Oxidizing substances = Class 5, Miscellaneous Dangerous Goods - Class 9

Please match the following labels and markings with the correct statement - E=Excepted Quantity Label, Y=Limited Quantity Label, UN=UN marking for packages

Procedures after landing during a dangerous goods incident - All of the options

Radioactive packages bearing a Category II - Yellow or Categojry III - Yellow label, should be loaded -

Referring to the Aircraft Emergency response Drills below, what is the hazard to aircraft for the Drill code 3P - Fire and/or explosion

Referring to the Aircraft Emergency response drills below, what is the spill or leak procedure for Drill code 6P -

Referring to the table, spare or loose Lithium Ion batteries are permitted as checked baggage - False

Safety matches or a cigarette lighter may be puermitted -

Section ___ of the DGR describes the limitations associated with the carriage of dangerous goods - 2

Section ___ of the DGR lists special provisions referred to in column M of section 4 - 4.4

Section ___ of the DGR outlines certain dangerous goods that are permissible in small (de minimus) quantities and not subject to all of the provisions of the DGR -

Should any article or substance carried as dangerous goods must be properly packed, identified, classified, marked, labeled and documented - Yes

Solid dry ice can be shipped by itself in proper packaging. - yes

Table ___ lists dangerous goods that are not required to appear in the NOTOC -

Table 4.2 is arranged alphabettically by proper shipping name - True

The avalanche rescue pack is permitted as carry-on or checked luggage - True

hazard labels indicate - nature of the risk

The criteria for assigning the Packing Group are part of the classification instructions in Section 3 of the DGR. Packing Group I represents - high danger*** (not sure, authors answer, might be wrong)

The DGR does not apply to dangerous goods carried on an aircraft where they are placed to -

The DGR does not apply to dangerous goods carried on an aircraft where they are placed on board to provide medical aid to a patient during flight although special handling procedures may be in place for items such as medical oxygen or other compressed gasses - True

The DGR provides guidance on shipments that may inadvertently contain undeclared or hidden dangerous goods - True

The Emergency Response Drill lists the inherent hazards, including hazards to the occupants. Procedures for spills or leaks, fire-fighting procedures and any additional considerations are also shown - True

The Excepted Quantity Packaging Mark must be affixed to any package containing dangerous goods in excepted quantities - Yes

The identification tag affixed to a Unit Load device must be removed - Immediately after the dangerous goods have been unloaded

The Limited Quantity Mark must be displayed in on packages packed in accordance with the limited quantity provisions - Yes

The markings that dangerous goods packages must display are identified in the Dangerous Goods Regulations. - Yes

The maximum amount of PED (Personal Electronic Device) allowed for each passenger or crew is - 15

hazard labels indicate the nature of the hazard - Yes

The provisions of the DGR carried by crew and passengers is found in Table 2.3A of the DGR - True

The provisions of the DGR do not apply to certain operator-related articles and substances as specified on section 2.5 - True

The Radio Active Material, Excepted Package label must be affixed to all excepted packages of radioactive material? Yes

There are two packages of radioactive material grouped together. One has a T.I. of 5.1 and the other has a T.I. of 3.2. What is the minimum separation distance required - 1.55 meters

UN 2333, Allyl acetate is not yet a UN classified dangerous goods. – No

Under provisions of passengers and crew, who must be adequately trained to identify and detect dangerous goods carried by passengers? - check-in staff

- What are the conditions for a smart luggage to be accepted as carry-on - Lithium battery must be removable, all transmitting function, such as bluetooth, wifi and GPS must be turned off

What checklist should be first used to respond to a DG related incident or accident? - Aircraft specific checklist

What document provides the Flight Crew with the information they need to effectively deal with a dangerous goods incident - ICAO emergency response guidance for aircraft incidents involving dangerous goods (ERG)

What is the additional hazard for Drill code 8F -

What is the prefix for DG in excepted qualities as seen in the NOTOC? E

What is the purpose of the drill letters in an ERG? To know any additional hazards

What does column M list - Special Provisions

What information should be provided to ATC for DG related incident/accident? - All of the above

What is the allowable weight for dry ice to be carried or checked as baggage - 2.5kgs

What is corresponding to the following hazard label (fire with red stripes and 4 at the bottom) - Flammable solid

What is the code for the subsidiary hazard for Selenium Oxychloride - 6.1

What is corresponding to the following hazard label (red stripes, fire, number 4 at the bottom) - Flammable solidWhat is the Drill Code for Refrigerant gas R 1318 - 2L

What is the excepted quantity code for allyl acetate -

What is the first ICAO ERG procedure item when dealing with an aircraft dangerous good incident - The first item in the procedure directs the crew to follow the appropriate aricraft emergency procedures for fire or smoke removal

What is the first response for lithium battery incident in the cabin - Relocate passengers away from the device

What is the minimum separation distance of a package containing radioactive material with a TI of 3.4 - 0.85 meters

What is the packing instruction number for Allyl Acetate on cargo aircraft only - 364

What is the prefix for DG in excepted quantities as seen in the NOTOC - E

What is the purpose of the drill letters in an ERG? -- To know any additional hazards

What is the ULD number for this shipment (selenium oxychloride on example) - AF502

What must be done with the packages containing dangerous goods that might react dangerously with each other when loaded on an aircraft or stored in a warehouse - Must be physically separated

What number refers to the subsidiary hazard for allyl alcohol - 3

What precaution must be exercised when using a halon fire extinguisher - Always wear an oxygen mask

What shape of pictograms on packages may indicate the presence of dangerous goods - Diamond

What will be the procedure in case of a leak involving UN 1845 Dry Ice with ERG code 9L - Use 100% oxygen, establish and maintain maximum ventilation if “A” drill letter

- What type of labels provide information about the proper handling and stowage of dangerous goods? -Handling Labels

What would be the risk for occupants for an incident related with a UN 3480 Lithium Batteries with ERG code 12FZ - Smoke, fumes, heat

When packages containing radioactive material are grouped together, how is the total T.I. Gathered? - The sum of each individual TI

Where is the emergency response drill code for a particular item found - ICAO Emergency Response guide

Which packing group is used for high danger articles or substances - Packing group I

Which party is responsible for labels and markings on dangerous goods shipments - The shipper*** (unverified)

Which radioactive material category can be loaded in unlimited quantities with no separation requirement - choose pictogram showing radioactive I

Who has the responsibility to accept DG? - Airline Operator

Who's obligations related to: acceptance, storage, loading, inspection, provision of information (including emergency response), reporting, retention of records, and training - Operators

Who’s responsibility to first determine whether articles or substance are dangerous goods and then to comply fully with the provisions of the DGR Shippers

EDTO / ETOPS

After succesful verification and recording from the crew may continue the flight into the EDTO sector. - - True

An EDTO exit point (EXP) is the point on a twin engine aircraft’s route where the aircraft returns to within _____ min flying time (at the specified single engine inoperative cruise speed) from an adequate airport. -- 60

An EDTO segment may be covered by several alternate aerodromes, or just one. -- True

Any time you are operating a twin engine aircraft over routes that contain a point further than _____ min flying time (at the specified single engine inoperative cruise speed) from an adequate airport you are operating in an EDTO area. – 60

During the EDTO dispatch process on the ground, the required weather minima for alternate aerodrome is____ than for normal operations. Once airborne, the weather must remain _____ the normal published minima. – higher/at or above

EDTO range limits are expressed in _____, as not all aircraft have the same single engine cruise speed. – Minutes

For the purpose of EDTO, an alternate aerodrome is an airport which the air operator and the regulator consider to be adequate, having regard to the performance requirements applicable at the expected landing weight. – True

For verification flights, the Captain must assess the normal operation of _____ and make an entry in the technical log prior to entering the EDTO segment. – the affected EDTO system

ICAO now uses the acronym EDTO (Extended Diversion Time Operation) in place of ETOPS with respect to aircraft operating more than 60 min flying time from an adequate airport. – True

If an unserviceable aircraft system is part of the MEL (Minimum Equipment List) requirements and affects EDTO capability, the Captain may elect to upload sufficient fuel to conduct the flight via a non EDTO route after consultation with the company dispatch. -- True

If the departure and/or destination airport has to be used instead of an EDTO en route alternate, normal EDTO alternate weather planning minima does not apply. – False

In addition to landing performance criteria, in order for an airport to be considered as adequate, it should be anticipated that, at the expected time of use, the airport will be available and equipped with necessary ancillary services, such as ATC, lighting, communications, weather reporting, navigation aids and emergency services. - - True

Reasons for not entering the extended diversion area include, but are not limited to: -- All of the above

Regarding adequate airports, it should be anticipated that (at the expected time of use) the airport will be available, and equipped with the necessary ancillary services, such as ATC, lighting, communications, weather reporting, NAVAIDS, emergency services. – True

Shortly after departure a EDTO alternate's weather falls below minimum and will remain unsuitable for the remainder of the flight. Other EDTO aerodromes are inadequate and the EDTO area has been altered as a result. Since the flight is airborne, it remains within the Captain's authority to continue the flight as planned. – False

The critical fuel scenario assumes fuel capacity to divert to the alternate at the: -- diversion altitude and speed, complete a normal descent profile to 1,500 feet above the diversion airport and hold for 15 min, complete one instrument approach, a missed approach procedure, and a second approach procedure to a landing

The Critical Point (CP) is the ETP along a route with: -- The least difference between fuel required and the fuel on board.

The MEL does not include EDTO dispatch limitations. -- False

The three aircraft failure cases in a Critical Fuel Scenario are: -- Single engine out / depressurization / single engine out with depressurization

While a flight is within the EDTO area or operation, one EDTO alternate aerodrome's weather becomes unsuitable, however is within normal landing limitations. The flight must: -- Continue

EGPWS Airbus Exam

A red GPWS visual and aural alert can be activated when excessive sink rate, excessive terrain closure rate or when there is a loss of altitude after take-off or go around, but
also. - In case of an abnormal slat/flat configuration

GPWS aural and visual warnings cannot be inhibited - NO

During daylight VMC conditioins with terrain clearly visible, the EGPWS alert may be considered as cautionary - Yes

If the PULL UP Red visual warning is displayed, which GPWS modes does it refer to - Modes 1, 2 and Terrain Awareness display

if time between two consecutive predetermined callouts exceeds a certain threshold, the present height is repeated at regular intervals. what is the time threshold - the threshold is 11sec above 50ft and 4sec below 50ft

If the aircraft descends during the initial takeoff climb or during a go-around, GPWS lights come on and the aural alert "DON'T SINK" sounds repeatedly - the lower cut-off limit is 30 feet RA

In addition to the basic GPWS functions, the GPWS has an enhanced function (EGPWS) which provides, based on a worldwide terrain database: - A and B

In GPWS Mode 1, excessive rate of descent, what are the two aural warnings you may experiencen - “Sink rate” and “whoop whoop pull up”

In the EGPWS, what is the warning envelope time frame - 30 sec

In the Enhanced GPWS (EGPWS), what other inputs will be taken into consideration - Geographic position, altitude, attitude, airspeed and projected flight path

In the GPWS Overhead panel, by pressing Flap Mode OFF, which GPWS Mode will be inhibited - Mode 4

In which of the following situations would the pilot configure the GPWS panel ‘FLAP MODE’ to OFF - In case of landing with a reduced flaps setting

normally the CAPTpfd displays the RA1 height and the F/O pfd displays the RA2 height - both pfd display the height from the remaining one

Pushing the GPWS-G/S pb on the glareshield while the aircraft is on the ground will - Test the GPWS system warnings

the ground proximity warning system (GPWS) generates aural and visual warnings when certain conditions occur between: - 30 and 2450 feet RA

the loudspeaker announces "RETARD" at __, or at __ if autothrust is active & one autopilot is in LAND mode - 20ft or at 10ft

What are the computers that feeds data to the Ground Proximity Warning Computer? - Radio Altimeter, Air Data Inertial Reference Unit, ILS, Flight Management Guidance Computer, Landing Gear Control Interface Unit, Slat Flat Control Computer and Flight Warning Computer

What would be the aural alert of a Terrain Clearance Floor (TCF) warning - Too low terrain

What would be the visual warning for Mode 1 of Mode 2 EGPWS occurrence. A red PULL UP sign on the glareshield panel

What would be the characteristics of a “Too Low Gear” aural warning - Radio Altimeter below 500 ft, speed below 190 kts and landing gear not extended

What would be the visual warning for Mode 1 or Mode 2 EGPWS occurence - A red PULL UP sign on the glareshield panel

When amber ECAM message ‘NAV GPWS FAULT’ appears, you have lost automatic callouts for - All your GPWS warnings

When would the “Glide Slope” aural alert be active - Below 1,000 ft

Which feature is not part of the EGPWS system - Sea floor

Which of the following is true about GPWS warnings? - If the loudspeakers are off, you will still hear GPWS warnings.

Will the EGPWS system automatically activate and display any terrain that penetrates one of the protective envelopes on the Navigational Display if TERR ON ND push button switch is OFF - Yes

Would a GPWS alert call up an ECAM action - No

EGPWS Boeing

A GPWS caution or warning does not necessarily guarantee obstacle or terrain clearance as some obstacles or terrain ahead of the airplane7 may exceed the available climb performance - Yes

Both TERRAIN and ALERT messages can be displayed at the sam
e time - NO

Enhanced Ground Proximity Warning Systems (EGPWS) use ___ to monitor terrain along the projected flight path - all of the options

GPWS immediate alerts are based on ____.
- Radio Altitude, Barometric Altitude, ADIRS.
- Glideslope deviation, Airplane configuration
- All of the above.

GPWS provides a voice callout at selected Radio altitudes to advice the flight crew of the_____
-Approximate height above ground
-Reaching DH, or MDA.
-Both

GPWS windshear alerts are enabled during _____. - Takeoff

How do you remove the alert when at low altitude and airspeed, with unsafe terrain clearance and the flaps not in landing configuration? -- Both

How many seconds after the weather radar scans for wind shear is the PWS alert enabled - 12 seconds

In case of an excessive deviation below the glideslope, what is the annunciation in the cockpit - GLIDESLOPE, GLIDESLOPE
7
Pushing the GND PROX G/S INHIB switch inhibits the alert when pushed below - 1,000 ft Radio Altitude

The highest obstacle or terrain is represented by _____, and the lowest obstacle or terrain displayed is represented by _____. - High density green; low density green

The radar antenna scan sweep will be _____ when PWS is scanning for wind shear.
- reduced

The terrain display is correlated to _____. - GPS position

The terrain display is ___ for navigation. - Not to be used

The use of look-ahead terrain alerting and terrain display functions is prohibited within _____ of take off, or landing at an airport or runway not contained in the GPWS terrain database. - 15 nm

What accompanies a TERRAIN TERRAIN, PULL UP PULL UP annunciation? -- Both

What follows the DON'T SINK alert with the gear and/or flaps up after take off or go around, when there is an are loss at low altitude - TOO LOW, TERRAIN

What happens to the annunciation during an excessive deviation below the glideslope as the deviation increases - Volume increases as deviation increases

What happens when a TERRAIN alert message is displayed and an OBSTACLE alert happens? - OBSTACLE alert replaces the TERRAIN alert

What happens when the aircraft is within 20-30 seconds from projected impact with terrain - A red PULL UP shows on both PFDs

What is displayed in the ND when within 40 - 60 seconds of the terrain?
- Amber TERRAIN is displayed

What is the annunciation during an altitude loss after a take off or go-around with the flaps and/or gear up? - DON'T SINK, DON'T SINK

What is the annunciation for an excessive descent rate - SINK RATE, SINK RATE

What is the voice annunciation when the aircraft is 40-60 seconds from projected impact with terrain - CAUTION TERRAIN, CAUTION TERRAIN

What would be the callout uif 100ft. And DH/MDA occur at the same point? - - MINIMUM

What would happen during a descent below an unsafe altitude is made while too far from any airport in the terrain database - TOO LOW, TERRAIN annunciates

When an obstacle or terrain alert occurs, the respective message is displayed on the _____ - ND

When can a red PULL UP message appear on the PFD - When the descent rate becomes severe

When does the GND PROX light illuminate?
- 40-60 seconds from projected impact with terrain
- With flaps and/or gear up after take off or go-around with an altitude loss
- Both

When obstacle and terrain contours are displayed, the altitudes of the highest and lowest displayed obstacle or terrain are displayed - Below the terrain symbol

When one pilot selects terrain and the other pilot selects weather radar, each display updates on: -- alternating sweeps

When the airplane is lower than 2000 feet above the terrain, all obstacles and terrain within 2000 feet of airplane _____ are displayed on the ND.
- Barometric Altitude

When the terrain switch is pushed on, what happens?
- The terrain symbol is displayed on the ND
-
- The obstacle and terrain contours may be displayed
- -All of the above

FLIGHT SAFETY EXAM (BOEING)

Fully charged Emergency Lighting System remote batteries provide illumination for how many minutes of operation? - 15 minutes

If you open a passenger entry door that is in the red armed mode from the inside and the slide/raft does not inflate automatically, which of the following action must you perform? – Pull the manual inflation handle located on the girt.

In case of an emergency, open a passenger entry door from the inside by performing which of the following action? – Rotating the door handle to the open position.

Is it possible to monitor the status of the passenger entry door mode from the flight deck? - Yes, on the Door Synoptic Display or by the door MEMO messages.

On the ground with both engines shut down, any VHF radio that transmits for more than ___ seconds is automatically disable and dashes appear in the tuning panel frequency window for that radio. – 35.

The TAXI Light Switch is turned ON, Which statement about the Taxi LIghts is most correct? – The Taxi Lights illuminate when the nose landing gear is down and locked and point straight ahead of the airplane.

- The emergency lighting system receives power for illumination of the cabin flights from what source? – The Emergency Lighting System cabin lights receive electrical power from remote batteries

Under what conditions may the flight deck number two windows be operated in flight? The number two windows >may be operated in flight if the airplane is unpressurized.

- What action is required in the EICAS caution message DOOR FWD CARGO displays in flight? -- The airplane ³must be depressurized to minimize the risk of door separation

What action reactivates the boom microphone following use of the flight crew oxygen system? - the reset test switch must be pushed with the left oxygen panel door closed to reactivate the boom microphone and deactivate the mask microphone

What can the First Officer do to regain audio control if his audio control panel fails? – Position the OBS AUDIO selector to F/O, then use the Observer's audio control panel.

What does a series of dashes in both windows of a Radio Tuning Panel indicate? – Dashes appear in both windows when the selected radio is failed or has been disconnected.

What does illumination of the offside tuning light mean? -- One of the other radio tuning panels is tuning a radio normally tuned by this panel.

What does the EICAS advisory message WINDOW FLT DECK R indicate? -- The right flight deck number two window is NOT closed or is unlocked

What does the EICAS advisory message WINDOWS indicate? – The left and right flight deck number two windows are not closed and latched

What does the EICAS message CONFIG DOORS indicate? – A door is not closed, latched and locked, and either engine's thrust is in the takeoff range on the ground

What does the EICAS message RADIO TRANSMIT indicate? – a VHF or HF transmitter is keyed for 30 seconds or more.

What flight deck condition indicates that a flight deck side window is NOT properly locked? – The WINDOW FLT DECK L,R EICAS message is displayed.

What flight deck lights are turned on by the STORM light switch? – Flight deck aisle stand, glareshield, and instrument flood lights, dome lights, and illuminated indicator lights are illuminated at maximum brightness.

What is indicated by an illuminated FAIL light on the flight deck printer? - The flight deck printer has failed.

What is the operating condition of the nose gear landing lights when the NOSE LANDING light switch is ON but the nose landing gear is NOT down and locked? – The nose gear landing lights cannot illuminate when the nose landing gear is not down and locked

What is true about ATC data link operation? -- The crew must manually log on to a participating ATC facility

What is the required position of individual panel light or display brightness controls for the master bright ? – 12 o'clock, the white dot

What must the aircrew do if using the portable halon fire extinguisher on the flight deck? – All flight crew members must wear oxygen masks and use 100% oxygen with emergency selected

What position should the UPR DSPL brightness control be selected to for full range of control with the master bright system? – 12 o'clock, the white dot

What precaution must be exercised when using a halon fire extinguisher? – Always wear an oxygen mask

What range of brightness control is available if you adjust an individual panel light brightness or display? – The brightness of the individual panel light or display changes by a small amount

What statement best indicates a properly closed and locked flight deck number two window? -- The orange indicator is not visible and the lock lever in the full forward position and the WINDOW FLT DECK L, R EICAS message is not displayed

When can the Upper Door 1 Crew Rest Compartment be used? – When the AIRFLOW OFF light is not illuminated

When does the AIRFLOW OFF light illuminate on the Upper Door 1 Crew Rest Compartment Master Control Panel? – When the airplane is below 25,000 feet or during the smoke detection mode.

When does the AUTO UNLK light illuminate on the Flight Deck Door lock panel? – When the correct emergency access code has been entered.

When does the FASTEN SEAT BELTS sign automatically illuminate? - When the passenger oxygen system is ON.

When escaping the airplane through the number two window, which of the following is not correct? -- Sit on the window sill with legs outside

When the Door Select Lever is in the red armed position, which of the following is correct? – The slide bar is attached to the floor fittings and the door is selected for pneumatic emergency operation.

Which lights are turned to full bright by the STORM light switch? - Dome lights, all flood lights, and illuminated indicator lights.

Which method of providing a CABIN READY signal to the flight deck is not a normal use of the cabin interphone system ? – By a CABIN ALERT EICAS communication message

Which of the following statements concerning the flight deck number two windows is not correct? – The number two windows must not be opened in flight.

Which of the following properly described what happens when a passenger entry door is opened from the outside? - The door mode selector automatically moves to the green disarmed position.

Which statement about the Emergency Lighting system is correct? -- The Emergency Lighting system receives power from separate remote batteries.

Which statement about the Indicator Lights Switch is correct? -- The switch illuminates all annunciator lights to full brightness for 10 seconds then dims the lights for as long as the switch in held in the TEST position

Which statement about the ni Passenger Entry Doors is correct? -- A door flight lock prevents opening in flight

Which statement about the Radio Tuning Panel is not correct? - The center radio tuning panel is normally associated with VHF C and HF C

Which statement about the VHF radios is true? - VHF L is configured for voice communication only.

FLIGHT SAFETY EXAM (AIRBUS)

At the gate, a red light flashes under the door window when: engines are stopped, slide is disarmed and cabin is pressurized

Emergency lighting using the integral batteries will provide lighting for 12 min

Evacuation command button at the forward flight attendant position: can only be activated, provided the cockpit switch at the CAPT and PURS position

In the passenger oxygen system, a generator, once activated, delivers oxygen for 15 minutes same distribution to each mask

How do you cancel ON VOICE green light? By depressing again teh ON VOICE pb

How many escape ropes are in the cockpit? 2 escape ropes - 1 over each window they can be used through the left of right window

If a slide fails to inflate automatically: b or c

If RMP 1 fails the crew can only use RMP2: by switching off RMP1, then using RMP2

In case of dual FMGC failure, selection of radio navigation frequencies is possible with RMP 1 and 2 only

Is the alert active when the command pb on the EVAC purser panel is pressed? Yes, provided the cockpit EVAC switch in the CAPT and PURS position.

The aircraft is fitted with emergency evacuation slides at: the 4 entry doors and the overwing exits

The cockpit door: normally opens into the cockpit but can be forced open in either direction

The fasten seat belt, no smoking and exit signs illuminate: the appropriate switches are ON and / or excessive cabin altitude is detected

What happens when the mask is used with the selector at 100% position? Mask is supplied with undiluted oxygen on demand

What is the function of the RESET pb on the ACP? To cancel any lighted calls

When opened in an emergency the passenger entry doors: are pneumatically assisted into the open position

When using the oxy mask of boom headset, if the INT/RAD key is set to INT. Will interphone background noise be heard when using the sidestick PTT for radio transmissions? No

Where are the cockpit EVAC signals command pb switches installed? On the overhead panel and purser station

Where are the EVAC signals located? In the cockpit and next to forward left and aft left cabin door

With the switch in the arm position, emergency lighting is provided when: AC Bus 1 or DC Shed Essential Bus fails

FOM

A circling approach may only be commenced if the ground reported weather conditions (ceiling and visibility) are equal to, or better than the Circling Approach minima Instrument Circling Approaches

A flight crewmember assigned to perform pilot tasks during cruising phase to allow the PIC or co-pilot to obtain planned rest is termed _____ Cruise Relief Pilot

A flight which was scheduled below maximum flight duty limitations and affected by unforeseen operational circumstances such as adverse weather conditions, diversion, aircraft mechanical

delay, air traffic control delay, etc., may be extended beyond the maximum duty time by: 2 hours Domestic, 3 hours International

A means for recording each journey and the maintenance history of the airplane, and is also used for recording operating information relevant to flight safety is the _____ - Airplane Maintenance Log

A passenger two years and above but less than 12 years of age is classified as _____: a Child

A suitably qualified pilot, who is aged between 60 and 65, may be a member of a flight crew provided there is only one such qualified crewmember within the crew complement - True

A vertical deviation from the correct flight level due to an ATC-Pilot loop error or an incorrect clearance is called _____ - Operational Error

After complying with all government requirements, ashes in urns may be allowed for air transport in _____ - Carry-on luggage

All fixed (temporary or permanent) and mobile objects (man-made or natural), or parts thereof, that protrude above the defined climb surface of aircraft in flight is _____ - An Obstacle

All time spent by a flight crew in an aircraft as an assigned flight crewmember or relief flight crewmember, whether resting or performing tasks is considered: Duty Aloft

Any period of time on the ground during which a flight crewmember is relieved of all duties by the operator is referred to as: Rest Period

Bird strikes should be recorded in the _____ - Aircraft Mainternance Log

By definition, this is the elapse time, using coordinated universal time or local time that begins at midnight and ends 24 hours later at the next midnight: - Calendar Day

Carriage of passengers may be refused_____ All of the above.

Flights where an airplane is flown from the manufacturer’s facility to the company’s home base or vice versa is called a _____ Delivery Flight

For determining whether a point on the route is beyond _____ to an en-route alternate, an approved all-engine-operative (AEO) speed should be selected 60 minutes

Generic terms referring to airspace, route(s), procedures where minimum navigation performance requirements (RNP) have been established - RNP Airspace

If a sick passenger is determined to be in need of medical assistance upon landing at airport of the planned destination, this is categorized under - Sick passenger category 1

If two destination alternates are required, the alternate fuel should be sufficient to proceed to the alternate that requires the _____of alternate fuel - greater amount

In an emergency situation that requires immediate decision and action, the PIC may: b & c are correct

In case of aircraft accident or serious incident, who is authorized to speak to the media? The PAL Corporate Communiction Department

In case of aircraft accidents, who assumes the jurisdiction over an investigation? - state where the accident took place

In case of serious illness on board where a sick passenger needs immediate medical assistance, the PIC shall take into consideration All of the above

It lists all the safety-related items for which flights are permitted even if the items are inoperative at the time of departure Minimum Equipment List (MEL)

In time system, universal coordinated time (UTC/Z) shall be used in all company and ATC communication: True

It is used for recording each journey and the maintenance history of the airplane, thereby providing a means of transferring information to crewmembers about previous flights in order to ensure continued flight safety - Airplane Maintenance Log

Logo lights should be switched on at any time the aircraft electrical buses are powered during night hours below_____ 10,000 ft

No pilot may take-off in weather conditions below the appropriate landing minima unless he has completed the approved reduced visibility take-off training in the previous _____ - Six (6) months

The additional flight crewmembers required in order to extend the duty period of the flight crew is referred to as Augmented Flight Crew

The company may dry lease out an airplane for the purpose of commercial air transportation to any operator of a State which is in signatory of : - The Chicago Convention

The fuel expected to be used prior to take-off, including engine start, taxi and APU consumption will be based on the statistical taxi time, defined taxi fuel flow, and 30 minutes APU operation. This is reffered to as the _____. - taxi fuel

The lowest altitude which will provide safe terrain clearance at a given place Lowest Safe Altitude

The term describes a severe downward rush of air and its outburst of damaging winds onto or near the ground - Downburst

The total time from the moment an airplane first moves for the purpose of taking off until the moment it finally comes to rest as the end of the flight is the total: - Flight Time

The total weight of passengers, baggage and cargo, including any non-revenue loads is referred to as the _____. Traffic Load

The training/qualification records of other Flight Operations personnel for whom an approved training program is required (201 File) shall be kept by their respective sub-department/ division head - Until 12 months employee separation from PAL

This is the maximum permissible weight of an airplane with no usable fuel Maximum Zero Fuel Weight

Transition level is displayed on the Jeppesen charts in_____ - Both Meter and Feet

Who will authorize one-engine-inoperative ferry flight: a and b are correct (PAL Director of Operations & SAVP Aircraft Engineering)

What is the “Code” for passengers who can ascend / descend steps and make their own way to / from their cabin seats but cannot walk long distances. WCHR

What is the “Code” for passengers who CANNOT ascend / descend steps but can make their own way slowly to / from their cabin seats - WCHS

What is the official language used for all operations? English

- What is the standard weight allowance for international and any flights involving at least two nights away from home base - 105KGs
-

When safety violations by ground service personnel occur (e.g. opening of cargo doors with engines running, ramp maneuvering traffic violations, missue or ground support equipment, etc.), who will assume the principal role in any investigation and follow-up? The Airport Operations Department

Whenever a flight crewmember in a field reserve is given a flight duty, a replacement field reserve will only occur if the remaining reserve duty period is More than 2 hours

HOT WEATHER OPERATIONS

Air density decreases with: (Choose all that apply) b) altitude increase c) humidity increase d) barometric pressure decrease

An increased flap selection for the approach procedure will result in a _____ approach speed and _____ the amount of braking required. – lower, reduce

As density altitude increases, the true airspeed of an aircraft will be _____ indicated airspeed during takeoff and landing. – higher than

Choose the correct statement. – True airspeed increases 2% per thousand feet of altitude in relation to indicated airspeed.

Complete the statement: As temperature increases, density altitude _____ and aircraft performance _____. -- Increases , decreases

Density altitude for a given location is calculated based on: (Choose all that apply) – b) temperature d) pressure

During quick turnaround, the energy ab n sorbed by the brakes after each landing is: -- cumulative

During quick turnarounds, what are some considerations for keeping the breaks cool during the turnaround? (Choose all that apply) taxi single engine, if possible and approved by FCOM/SOP, apply short deliberate break application, use of cooling fans

Following a low speed rejected takeoff your flight taxis back to the gate for maintenance action. After a short delay including the maintenance rectification you push back for departure, the brakes are still very warm but within limits. What are some considerations for keeping the brakes cool? Choose all that apply. – a) Taxi single engine, if possible b) Apply short deliberate brake applications d) keep the landing gear extended after takeoff

Go Around performance may be affected by high density altitude airports. To mitigate the effects, crews should consider: (choose all that apply) – c) plan the approach and landing with reduced flap settings d) turn the air conditioning packs off or run the packs off of the AP

High density altitudes affect performance as follows: (statement) – true airspeed increases requiring more thrust on takeoff and more braking on landing

Low density air (high density altitude) causes: (choose all that apply) -- b) takeoff distances are increased c) shallower take off climb performance

The energy required to accelerate or decelerate an aircraft under high density altitude conditions is: -- proportional to the square of the speed

To fulfill an ATC request, you are now near the maximum recommended flight level. (statement) -- This is a concern because even though you are currently below the maximum altitude if the flight path will take you into warmer air the maximum cruise altitude may be reduced. The airplane may not have sufficient thrust to maintain the necessary airspeed.

To minimize brake temperatures after landing and taxiing to the gate: (choose all that apply) -- a) select longer runways and use lower brake settings b) consider single engine taxiing

To promote maximum cooling inside the aircraft, which of the following actions should be considered? -- All of the options

When Operating under conditions of low air density, the following will occur: -- All of the options

Which of the following factors will not contribute to increased brake temperature during taxi in in hot weather operations? -- Headwind

Which of the following factors will aid in cabin and flight deck cooling when parked in hot atmospheric conditions? Choose all that apply -- b) Turning off all unnecessary electrical equipment d) Extend all window shades and open all gaspers

Which of the following statements are true? -- Consideration should be given to wind direction when starting engines

You have planned a high flap, low auto brake landing to a high density airport. While landing the aircraft floats and lands beyond the normal touchdown zone. Runway length remaining is not a factor however, you elect to disengage the auto brake and aggressively add manual braking to slow for the “normal” exit point. You can expect: -- the brakes to be abnormally hot

ILS PRM

A descending breakout instruction will only be given if there are no other options available. The ‘descend to’ altitude may be below the minimum vectoring altitude at the controllers discretion - False

A primary tower controller and a monitor controller are assigned to each runway. Which of the following statements are true - The primary and monitor controller will transmit on both frequencies. The flight crew must monitor both approach frequencies but only transmit on the tower frequency

The volume levels should be set to approximately the same levels on both radios, so that the flight crew will be able to hear transmissions on at least one freq if the other is blocked

As you approach the airport, you determine that you only have one operative communications receiver and that your ILS glidepath receiver is not working - You cannot execute the ILS/PRM approach

Breakouts can be flown with or without the automation provided the aircraft can be tmaneuvered quickly - False

Breakout procedures require ___ missed approach procedure for the runway in use - a different

During an LDA/PRM approach past LDA minimums, the LDA aircraft can assume that ATC will retain responsibility for - None of the options

During ILS/PRM approaches, both aircraft are flown normally to ILS minimums and - visual contact with the adjacent traffic is not a requirement.

During LDA/PRM (SOIA) approaches, the LDA aircraft may be paired with an adjacent ‘ILS’ aircraft - Visual contact with the adjacent aircraft is a requirement to continue the approach past the LDA MAP. The LDA aircraft must call ‘TRAFFIC IN SIGHT’ and ensure that the ILS aircraft and runway will remain in sight

During LDA/PRM (SOIA) approaches, the LDA aircraft may be paired with an adjacent ‘ILS’ aircraft. The LDA aircraft has visual contact with the paired aircraft and runway before the MAP point - The LDA aircraft shall broadcast ‘traffic in sight’ at the MAP point and then maneuver to align with the runway. The tower controller is not obligated to acknowledge the broadcast

For airports conducting ILS/PRM approaches to one runway and LDA/PRM approaches to a parallel runway (SOIA), the No Transgression Zone (NTZ) ends 0.5 miles beyond the end of the runway - False

Following the monitor controller’s turn instruction while complying with a TCAS RA - is required for lateral or turning instructions

If your flights GPWS warning is triggered after an ATC descending breakout instruction - The GPWS warning must be respected since you have likely descended at a greater rate than expected by ATC and risk a CFIT

If ATC advises the aircraft conducting the LDA PRM approach that there is traffic on the adjacent ILS, the LDA aircraft can proceed past the LDA MAP for a landing if - The ILS traffic is visually acquired and reported ‘TRAFFIC IN SIGHT’ to ATC, and the runway environment is in sight

In a SOIA procedure (simultaneous ILS PRM and LDA PRM approaches), the course separation rather than the runway separation - Meets FAA criteria for closely spaced (PRM) approaches

In preparation for PRM approaches - Pilots shall ensure that all crew members have been adequately trained, the aircraft meets the minimum requirements for conducting the approach and should brief the PRM approach charts including the ‘Attention All Users’ page

Pilots may fly th de e ILS PRM approach - By hand or by using the autopilot, but the breakout must always be hand-flown (unverified)

To land at an airport where PRM approaches are being conducted - ATC must be made aware of a crews inability to participate in PRM approaches well in advance and in accordance with local procedures

Prior to conducting a PRM approach - (multiple answers) Flight crew must ensure that the aircraft has no operational restrictions or Minimum Equipment List (MEL) items preventing the approach. Determine whether all members of the flight crew are qualified to fly the approach. During the briefing, refer to the ‘Attention All Users’ Page (AAUP) for the ILS/PRM approach charts

The SOIA LDA/PRM procedure can be thought of as - An instrument approach with a visual segment

When conducting closely spaced PRM approaches, the secondary monitor control frequency is - used by the pilot to monitor ATC.

When conducting SOIA simultaneous ILS PRM and LDA PRM approaches, aircraft are paired. Prior to reaching the LDA MAP the aircraft conducting the LDA PRM approach will always be positioned by ATC - To the rear of the ILS aircraft

When issued by ATC, all ‘BREAKOUT’ procedures must be hand-flown - True

LNAV-VNAV Minima

Changes in RNP value must occur at a fix - True

RNP APCH is only authorized with GNSS updating - false

RNP approaches with LNAV or LNAV/VNAV minima are based on - barometric altitude information

The approach plate lists only LNAV minima, therefore the crew must not use advisory vertical guidance - false

When the operation is predicate on the availability of ABAS, the pilot should perform a new RAIM availability check if the ETA is more than __ minutes different from the ETA used during the preflight planning -

Long Range Navigation

During the pre-flight inspection, aircraft ___ must be properly synchronized and check - clocks

Flight crew can expect to receive a Mach number assignment as part of their oceanic clearance when operating in NAT High Level Airspace (NAT HLA) - True

For the westbound Organized Track System (OTS), the northernmost track is labeled 'A' - True

If an aircraft is unable to continue its flight in accordance with its ATC clearance - a revised clearance should be obtained whenever possible and prior to initiating any action

In the North Atlantic (NAT), High Frequency (HF) air-ground voice communication is between pilots and ___ - aeradio operators

On initial High Frequency (HF) contact with an aeradio station, pilots will be advised of ___ HF radio frequencies - primary and secondary

On the NAT HLA, should HF communication capability be degraded or lost, the crew should - all of the options

PBCS Lateral Seperation Standard in Gander Oceanic is - 23nm

RNP 4 accuracy is accomplished similar to that for RNP 10, although constant GPS updating is required - True

The ASEPS Trial separation minima will provide __ nm longitudinal separation for aircraft on the same track or intersecting tracks provided the relative angle between the tracks is less than 45 - 14

The Track Message Identification (TMI) number can be found in the North Atlantic Organized Track System (NAT OTS) message - True'

- To meet the requirement for lateral and longitudinal navigation accuacy under MNPS and PBN certification, aircraft must be equipped with one fully serviceable Long Range Navigation Systems (LRNS) - False

Westbound North Atlantic Organized Track System (NAT OTS) is created and coordinated by Gander - False

When using High Frequency (HF) radio, a ___ signal is less susceptible to interference from atmospheric disturbances - single sideband

LPV Minima

LPs are precision approaches with ABAS lateral guidance - False

LVOP/Low Visibility Operations

A missed approach must be initiated when any of the following conditions exists: Both

A Low Visibility Operations Plan (LVOP) is activated by the airport operator when visibility is reduced below - specified limits

Airport certification requires runways to be equipped as follows: Runway markings, RVR installations & Runway centerline lighting, High Intensity Lighting (multiple answers)

All CAT II approach must be conducted in accordance with _____, irrespective of actual weather conditions and wether operational or simulated. - LVO

An Alert Height is applicable to: CAT III ILS approaches.

An aerodrome shall not be designated as a takeoff alternate, unless, according to appropriate weather reports indicate that _____, the weather conditions will be at or above the applicable weather minima.
-both

An autoland is ___ for a CAT II approach. - Recommended

An autoland is ___ for a CAT III approach - Mandatory

Anytime a simulated autoland is conducted by the crew in an unprotected environment, it will engender ___ risk than one conducted when low visibility procedures are in force. - significantly more

Checklist should be accomplished when the air2craft is _____ Stopped

Consider extra fuel for possible approach delay. - Yes

For CAT II and CAT III approaches with a DH, the conditions required at DH are - Visual references should be adequate to monitor the continued approach and landing, Flight path should be acceptable (multiple answers)

For CAT II, visual reference required to contain at least,___ consecutive lights. - three

For CAT IIIB, the visual reference must be at least ___ centerline light. - one

ICAO recommends that no fixed obstacles or objects, other than visual aids, are installed on the runway strip, within _____ of the runway centerline - 200ft (60m)

If a lower t/o minimum is approved, a ___ airport must be available for use. - takeoff alternate

If an equipment failure occurs in one of the redundant parts of the Automatic Landing system during the approach above the Alert Height - A missed approach must be conducted

If the required visual reference is lost after passing the DH on a CAT II approach before touchdown, _____-conduct a missed approach

If the required visual reference is lost after passing the DH on a CAT II approach after touchdown, _____-continue the landing

If the visual references are lost after touchdown: - the rollout should be continued with the autopilot in ROLLOUT mode.

In most jurisdictions, DH is determined by - Height as measured by Radio Altimeter

___ is the height above the runway, based on the characteristics of the airplane and it’s fail operational automatic landing system, above w/c a CAT III approach would be discontinued and a missed approach initiated if a failure occurred in one of the redundant parts of the automatic landing system, or in the relevant ground equipment. - Alert Height

___is the wheel height above the runway elevation by w/c a go-around must be initiated unless adequate visual reference has been established. - Decision Height

Low visibility operation's prerequisites require pilot training, aircraft certification (and) - Operator must have approval by its' regulating authority, by any other foreign regulating authority where it is conducting low visibility operations and the airport must be certified

Low visibility operations procedures are generally put into force at aerodromes authorized for ____ operations when RVR falls below 400m and/or cloud base falls below 200ft. - CAT II and III

Low visibility operations requires pilot training in the following fashion - The flight crew must be trained and qualified in accordance with company and regulatory requirements for low visibility operations

No PIC may commence takeoff when the RVR, or cloud ceiling, where required, is ____ the minima specified for takeoff: below

On CAT III approaches with no Decision Height, the landing roll must be continued if a loss of Required Visual Reference occurs after touch down - True

Pilots are permitted to cross over the red stop bar lights once a clearance onto the runway has been received - False

Practice of autoland at all Philippine Domestic ILS-equipped airport is _____. - not permitted

Prior to take-off, the flight crew must positively identify the assigned runway. This can be accomplished by referring to - All of the options

Runway centerline light colours are - White, then alternating red and white, then solid red

_____ is the elevation of the highest point in the touchdown zone.
-Runway Elevation

Set autobrake _____
-as required

Taxi speed should be _____ than normal. - slower

The aircraft is stopped at the CAT II/III hold line on the taxiway. Clearance to line up has been received. The crew: - must not cross the hold line if the red stop bar lights are illuminated.

The airport marker(s) located on taxiways where the taxi way enters a NAVAID critical area or where aircraft on the taxiway would violate ILS approach airspace (including POFZ) - A & B (multiple answers)

The hierarchy for take-off visibility includes - All of the options

The minimum required equipment needed for low visibility approaches are listed in - FCOM/AOM and Minimum Equipment List

The take-off alternate must be within a distance that can be flown in 60 min at the - One-engine inoperative cruise speed

Transmissometer systems are located to provide Runway Visual Range (RVR) measurements on these sections of a runway - Touchdown Zone (TDZ), Runway Mid-Portion (MID), Rollout Portion or Stop End (RO)

What concept is used when taxiing in low visibility conditions? Be seen Concept

When three transmissometers are installed, rollout ___ - provides advisory information

When 3 transmissometers are installed, touchdown and midpoint are _____
-controlling

MNPS/PBN Gander Oceanic

Aircraft and flight crews that have been certified for NAT HLA operations are considered certified for CMNPS operation. - TRUE

During the pre flight inspection, aircraft ____ must be properly synchronized and check - clocks

Flight crew can expect to receive a Mach number assignment as part of their oceanic clearance when operating in NAT High Level Airspace (NAT HLA) - True

For a North Atlantic (NAT) flight that passes North of 70N longitude, position reports are normally required when passing each ___ of longitude - 20

HF radio transmission range is affected by time of day and frequency of use. As a rule of thumb, when a choice of frequencies is possible, 'higher frequencies should be used when the sun is higher'. - TRUE

For some FMS systems, the input of waypoints containing whole degrees of latitude and waypoints containing half-degrees of latitude may result in identical 7-character FMC and waypoint map displays - True

For the westbound Organized Track System (OTS), the northernmost track is labeled ‘A’ - True

If an aircraft is unable to continue its flight in accordance with its ATC clearance - a revised clearance should be obtained whenever possible and prior to initiating any action

If an aircraft is unable to continue its flight in accordance with its ATC clearance, and prior re-clearance cannot be obtained, the crew shall leave the cleared route or track by turning at least ____ right and maintain a parallel route offset of ____nm - 30/5

If estimate in a previous position report varies by 3 mins or more, a revised estimate is required. - True

In the North Atlantic (NAT) , High Frequency (HF) air ground voice communication is between pilots and _____. - aeradio operators

In the NAT HLA, should HF communications capability be degraded or lost, the crew should - All of the options

Normal lateral separation in the NAT HLA is 60 NM - TRUE

On initial High Frequency (HF) contact with an aeradio station, pilots will be advised of _____ HF radio frequencies. - primary and secondary

PBCS Lateral Separation Standard in Gander Oceanic is - 23nm

RNP 4 accuracy is accomplished similar to that for RNP 10, although constant GPS updating is require - True

RNP 4 requires constant GPS updating as well as CPDLC and ADS - True

RNP 10 allows ATC to reduce lateral and longitudinal separation between flights to 30 NM. - FALSE

The Track Message Identification (TMI) number can be found in the North Atlantic Organized Track System (NAT OTS) message - True

To meet the requirement for lateral and longitudinal navigation accuracy under MNPS and PBN certification, aircraft must be equipped with one fully serviceable Long Range Navigation Systems (LRNS) - False

To operate in NAT MNPSA, both aircraft and flight crew must be certified by the State of Registry or the State of the Operator - True

Use of the North Atlantic Organized Track System (NAT OTS) routes is mandatory for all aircraft - False

Westbound North Atlantic Organized Track System (NAT OTS) is created and coordinated by Gander - False

When aircraft are out of Very High Frequency (VHF) range of a station, VHF receivers should be set to ____ MHz frequencies - 121.5 and 123.45

When using High Frequency (HF) radio, a ____ signal is less susceptible to interference from atmospheric disturbances. - Single Side Band

POLAR OPERATIONS

A pre-departure fuel analysis should be conducted for polar operations: (choose all applicable options). - when using Jet A for flight operations in polar regions, when using Jet A1 if any portion of the flight will be conducted in regions where the SAT is -65°C for 90 min or more.

A recovery plan is part of the ASOA. The recovery must he effected within: 48 hrs

All operations require regulatory approval prior to commencing polar flight operations. – true

Aircraft fuel systems can become impeded by water crystals in the fuel. – false

Areas of magnetic unreliability include - all of the options

As compared to water, the freeze point of jet fuel is: -- Lower

Automatic Direction Finder (ADF) will always point in the direction of the radio station regardless of whether True or Magnetic is selected - True

Check the body of the Operational Flight Plan (OFP) for areas where temperature are at or below _ C. Flight for more than _ min at low temperatures will require a fuel freeze analysis. -65, 90

Choose the correct statement about jet fuel freeze: -- Jet fuel hydrocarbons freeze at different temperatures causing hydrocarbons with the highest freezing point will solidify first

Convert this Russian station's forecast visibility into statute miles. (nsk ft 241051 taf 241051z 241212 15007g12mps 3000 drsn sn ovc070 530003 tempo) - 1.5sm

Convert this Russian station's forecast wind speed into kt. (nsk ft 241051 taf 241051z 241212 15007g12mps 3000 drsn sn ovc070 530003 tempo) -14 kt gusting to 24kt

Diversions into airports in cold weather will require altitude corrections on the approach when the temperature at the airport is below ____C and in some jurisdictions, below ____C. -- -15C and 0C

Diversion to alternate airfields may in some cases require the use of ___ altimetry - QFE

Flights that track directly over the North Pole: (choose all applicable options). - may result in anomalous autopilot behavior, will not be approved by ATC

Fuel Temperature can be raised by flying at a higher mach number - True

If an emergency descent is required in Chinese RVSM airspace with no ATC contact, the aircraft should leave its assigned route or track by initially turning ____ to the ___. Establish a ____ offset from the assigned route, descend to the new level and then return to the original track - 30, right, 5nm

If an emergency descent is required in Russian airspace, and in contact with ATC, the pilot must await ATC clearance before descending to a new flight level. - False

Jet A has a lower freeze and pour point than Jet A1 but its actual value is dependent on source of refinement. – False

Polar flight operations are conducted: -- With reference to magnetic north or true north depending upon location.

Polar flights routed through some Oceanic Control Areas require and Oceanic Clearance to be received prior to entry. These include: - Murmansk, Nuuk and Bodo

Polar operation are defined as those conducted - North of 78N latitude

Polar tracks are most advantageous: - For flight from north america to asia

Position reports made on russian hf frequencies ___ be passed to the company - will not

Potential polar route diversion and alternate airports have been assessed by Boeing and the Russian authorities for - All of the options

Prior to entering the Anchorage FIR at 141W, or prior to entering FAA FIR, pilots must: - Make a CPDLC or HF Position report

Random routes _____ permitted in Russian or Chinese Airspace. – are not

Russian HF position report communications will automatically be passed on to the company - False

Russian HF position report communications will not automatically be passed on to the company. Therefore pilots must- Send regular position reports via ACARS or ARINC

Regulatory approval to fly over a Polar Route requires the operator to do which of the following - Submit a recovery plan, ensure flight crews and dispatchers are appropriately trained and demonstrate capability during a validation flight

Satellite Communications (SATCOM) may not be available on some polar routes north of 82N. – True

Solar radiation storms accelerate charged particle at the earth which have an impact on satellites, aviation communication and the human body. Which of these factors determines the level of exposure to this radiation - All of the options

The China Flight Level Allocation Scheme (FLAS) was designed to mitigate the relatively big altitude difference between RVSM metric flight levels and feet flight levels of neighboring countries. When operating in China, North Korea or Mongolia and assigned a Metric Cruising Altitude, pilots should: - Consult the Metric Conversion Card and fly the converted altitude in feet.

The fliýght levels are the same in Russia, Mongolia, North Korea and the People's Republic of China. -- False

The fuel pour point is typically - 4 to 16 degrees below the freeze point

The pumpability limit for fuel is - The point at which most aircraft fuel pumps are no longer effective

The usual method of warming Low Fuel Temperatures is - descending

There are no MEL items relating to Polar Operations - False

Which MEL items would be a concern when operating a Polar Flight? (Select all that apply) - Fuel Tank Temprature Indications, APU, VHF HF Satcom, Autopilot

Which of the following are considered to be among the challenges of Polar Ops?- All of the above

Which if the following methods could be used to raise fuel temperature during flight?- increasing speed, climbing, descending, changing heading

With regard to jet fuel, the Cloud Point is defined as: -- The temperature that water freezes in fuel which is usually 2C above the freeze point

With regard to jet fuel, the Freeze Point is defined as - The temperature at which the hydrocarbons begin to solidify and is dependent on the type of fuel, source and refinement process

With regard to jet fuel, the Pour Point is defined as: -- The temperature at which the fuel begins to form into a semi-solid state

VOR radials are always correctly displayed regardless of the heading reference selection (True or Magnetic). -- False

You are 18nm from the ABC VOR. You are asked for the distance in kilometers. The response is - 36km

RNP/PBN — RNP AR RNAV

A-RNP operation relies on: – the integrity of the RNP system
require the use of a
A-RNP operation relies on the integrity of the RNP system as well as conventional means of navigation, such as VOR or NDB. - False

Advanced RNP (A-RNP) is an application of the RNP Navigation Specification that - provides a means to more easily and efficiently grant approvals for more than one RNP Navigation Specification

An example of what NOT an airspace concept is: Uncontrolled Airspace

An RNAV STAR 1 retrieved from the FMS database may not be modified unless in response to ATC clearances - True

An RNAV value of 1, with no on-board monitoring, is suitable for: terminal airspace, enroute airspace

An RNP APCH with LPV minima listed to flown to a - Decision altitude (DA)

An RNP AR approach is planned to an airport with only a remote altimeter setting available from a station 10nm away. The approach may be conducted as planned - false

At what point must the flight crew verify that GPS updating is available for the desired RNP AR procedure? - Prior to conducting the approach

An aircraft approved for an RNP specification is automatically approved for all RNAV specifications - False

An aircraft approved for RNP or RNAV specification having a stringent accuracy requirement (e.g. RNP 0.3 specification) is not automatically approved for a navigation specification having a less stringent accuracy requirement (e.g. RNP 4) - True

An aircraft approved for an RNP specification:
Is not automatically approved for all RNAV specification

An airspace concept describes: the intended operations within an airspace

An RNAV 1 STAR retrieved from the FMS database:May not be modified unless in response to ATC clearances.

An RNP AR approach is planned to an airport with only a remote altimeter setting available from a station 10 nm away. The approach may be conducted as planned. No

B-RNAV P-RNAV, and RNP 10 - are older designations which do not meet the pure definition of RNAV or RNP Navigation Specifications but will remain in use

Changes in RNP value must occur at a fix -- True

Cleared for and flying an RNAV 2 SID: A fly-over waypoint may not be changed to fly-by

Fault Detection and Exclusion: - is a RAIM feature that uses a minimum of six satellites eto not only detect a possible faulty satellite, but to exclude it from the navigation solution so the navigation function can continue without interruption.

Flights authorized to operate using an RNP Navigation Specification require on board predictive RAIM - True

For an approach using RNP, the RNP value: - is supplied automatically by the FMC

For RNAV 1 operations:GNSS may not be permitted in some state

For RNP 1 when using GNSS, the signal must be acquired: - before the take-off roll commences.

Flying on RNAV 2 route, the pilot may create a new waypoint using latitude and longitude - False

If RNP is lost prior to entering the Oceanic Control Area (OCA), the flight crew - must advise ATC as soon as practicable, and obtain a re-clearance to remain outside PBN airspace, must either land at a suitable aerodrome prior to the boundary or return to the aerodrome of departure.

If there is a loss of RNP APCH capability, the pilots must: A and C only

If obstacles and terrain allow, the standard RNP _____ line of minima will always be developed. - 0.3nm

If on a procedure or airway that has an RNP requirement and does not have an RNP value stored in the navigation database: - the crew may make manual entry into the FMS.

If the aircraft RNAV system does not provide holding functionality, after receiving an RNAV holding clearance, the pilot must - manually fly the RNAV holding pattern

In the event of an RNP AR missed approach, lateral flight guidance must remain in ____ to ensure continuous track guidance during a RF LEG. – LNAV

If there is a loss of RNP APCH capability, the pilots must - A and C only

In relation to RNP, FTE stands for - Flight Technical Error

In the event of any loss of RNAV capability:
-the loss must be reported to ATC together with the proposed course of action

Is GNSS always required to meet the RNAV specification - No
Once and RNP AR procedure has been retrieved, flight crew will not be permitted to add or remove waypoints. true

LP approaches - are non-precision approaches with SBAS lateral guidance

On-board Performance Monitoring and alerting ensures - All of the options
.
On-board performance monitoring is concerned with the performance of the entire navigation system supporting the particular Navigation Specification in use - True

Once an RNP AR procedure has been retrieved, flight crew will not be permitted to add or remove waypoints. - True

Once pilot training for RNP AR has been completed by the Operator, RNP AR approaches may be conducted - False

Pilots and operators must ensyure that the flight plan filed with ATS contains the proper suffix for operation in performance airspace - True

Prior to the FAF, if the aircraft is no longer capable of utilizing LPV/LP minima, the crew may - All the above (or) all of the options

RAIM with Fault Detection and Exclusion (FDE) is a requirement for flights in RBN Airspace: if GPS is the only long-range system on-board

Regarding PBN concepts for oceanic and remote continental airspace, which of the following is supported - RNP 4

Required Navigation Performance may be used for - All of the options

RNAV can be defined as a method of navigation that permits aircraft operatoin on any desired course

- within the limits of a self-contained system capability
- within the coverage of station-referenced navigation signals

RNAV 1 and 2 SID or STAR routings - must be retrievable by route name from the on-board navigation database and conform to the charted route

RNAV operations: - must meet prescribed accuracy tolerances

RNAV operations meeting prescribed accuracy tolerances still require the use of ground based navigational sysation systems - False

RNP approaches with LNAV/VNAV minima are based on: barometric attitude information

RNP approaches with LNAV or LNAV/VNAV minima are based on - barometric altitude information

RNP AR approaches require the use of a radar altimeter VNAV system. - False

RNAV 5 is : (choose all applicable answers) -- a) is equivalent to RNP 5 in the Middle East c) is currently designated as B-RNAV in Europe

RNAV 5 may be used for - enroute navigation

RNAV can be defined as a method of navigation that permits aircraft operation on any desired course (choose all applicable answers): -- b) within the limits of a self-contained system capability c) within the coverage of station-referenced navigation signals

RNP APCH operations:

DME updating may be used if authorized by the operators state regulator

RNP AR approach procedures will be identified by the title - RNAV (RNP)

RNP AR approaches require the use of a barometric altimeter VNAV system that is equipped with: -- All of the options

RNP AR is an enroute navigation specification - False

RNP AR operations are only permitted during approach procedures - False

RNP is now considered a Navigation Specification and differs from the RNAV Navigation Specification only in terms of the requirement for RNAV to have a method of alerting the crews if performance degrades beyond the bounds of the particular RNAV value - False

RNP APCH is only authorized with GNSS updating - False

RNP AR may be used for:All of the options

The acceptable Total System Error - is based on the airspace requirements and associated phase of flight

The approach plate lists only LNAV minima, therefore the crew must not use advisory vertical guidance - False

The crew sees an RNP and an ANP value displayed on the navigation displays. This includes: the aircraft is not necessarily RNP qualified.

The following are specific requirements for RNP APCH: -- None of the above (or) none of the options

The loss of RNAV capability need not be reported to ATC - false

The motivation for development of Performance Based Navigation is to - reduce air traffic congestion

The P-RNAV navigation specification: – Does not satisfy the full requirements of the RNAV1 specification.

The P-RNAV navigation specification satisfies the full requirement of the RNAV 1 navigation: false

The PBN concept requires system performance requirements for - enroute airspace, approach airspace

The required RNP value for the RNP AR approach procedure will be published - above the decision altitude

The RNAV 1 and 2 specification is applicable to Instrument Approach Procedures (IAPs) up to the Missed Approach Point (MAP) - False

The RNAV specification is based on area navigation: that does not require on-board performance monitoring and alerting

The RNP AR approach is an enhanced concept of RNP which allows for the following: -- the ability to fly curved flight paths after the Final Approach Fix

The RNP AR approach must be discontinued if, at anytime during the procedure, the vertical deviation exceeds +- ____ ft during the final approach segment - 75

The RNP AR concept is not suitable for engine-out missed approach procedures - False

The RNP AR concept is suitable for _____ procedures.
-Engine-out missed approach

The RNAV specification is based on area navigation that requires on-board performance monitoring and alerting - False

Transitioning to a leg with lower RNP value: - The change must occur at a fix.

Traditional RAIM requires that the following number of satellites with satisfactory geometry be available - 5

“Supports reduced lateral and longitudinal separation minimum and enchanted operation efficiency in oceanic and remote areas where availability of navigation aids is limited.” This describes RNP: - 10

Unless otherwise indicated on the approach chart, the standard RNP value for a missed approach procedure is - 1.0 nm

What is the navigation system performance requirement for RNP 10? 10 nm

When a manual RNP entry into the Flight Management System is made because the airplane is on a procedure or airway that has a Navigation Specification requirement and does not have an RNP value stored in the navigation database - Actual Navigation Performance will be available

When assigned a heading taking the aircraft off the RNAV route, the specified accuracy requirement does not apply - True
When assigned a heading taking the aircraft off the RNAV route

When flying an RNP 2 routes
- Pilots may modify the routes through the insertion or deletion of specific waypoints in response to ATC request and clearance

When flying an RNP 2 route, pilots are not permitted to create new waypoints by manual entry of latitude and longitude - True

When the operation is predicated on the availability of ABAS, the pilot should perform a new RAIM availability check if the ETA is more than _____ minutes different from the ETA used during the preflight planning. -- 15

When using GPS as the primary means of navigation the FMS is inhibited from automatically tuning and monitoring ground-based Navigation Aids along the route of the flight - false

When using Required Navigation Performance for a flight, the departure RNP value will be the same as that for cruise- False

Which of the following is a component of Total System Error? -- Flight Technical Error

Which of the following navigation sensors meet RNAV 1 performance requirements? -- DME/DME

Which Navigation Specification requires on-board fault monitoring and alerting - RNP

With no on-board monitoring, the RNAV value is limited to a value of not less than 1 nm - True

While on an RNAV route, the ATS issues a heading clearance. The pilot should - modify the FMS accordingly when clearance to rejoin the route is received

With GPS as the only long-range navigation system on-board: a Fault Detection and Exclusion program is mandatory

With respect to operations in PBN airspace - all of the options

With the recent changes in Performance Based Navigation RNAV: RNAV is now considered a Navigation Specification

RVSM

v

_____ metric RVSM airspace the flight crew can expect a level change in accordance with transition procedures established between adjacent FIRs. – Before leaving

An altitude deviation occurs when an aircraft fails to fly at a level to which it has been cleared, regardless of whether an actual loss of separation for other aircraft occurs. – True

Due to rounding differences in the metric altitude displayed on altimeters so equipped may not necessarily correspond to the cleared Flight in meters. This difference should be less than___ - 30m

On the ICAO standard Flight Plan, what letter will be used to indicate the requested metric flight level within China RVSM airspace _____.

High rates of climb or descent towards a level off altitude may trigger a TCAS RA. Therefore, with about 1,500 ft to go to a cleared flight level, vertical speed should be reduced to a maximum of _____ ft per min. – 1,500

In the case of one primary altimeter failure, crews will descend out of RVSM airspace if operationally capable. – False

In RVSM airspace, RVSM certified aircraft will be given priority for altitude assignment over non_RVSM aircraft. – True

Non-RVSM aircraft requiring a climb or descent through RVSM airspace 9 do so in accordance with _____ Climb/Descent procedures. - normal

On the ICAO standard Flight Plan, what letter will be used to indicate the requested metric flight level within China RVSM airspace? – S

The Flight Level Allocation Scheme (FLAS) for metric RVSM airspace in China is in effect betw een: – 8,900 and 12,500 m

The following letter in item 10 (equipment) of the ICAO standard Flight Plan indicates that both an operator and aircraft are approved for RVSM operations. – W

This illusion gives the pilot the impression that a stationary object is moving in front of the airplane's path. It is caused by staring at a fixed single point of light (ground light or star) in a totally dark and featureless background. – Autokinetic illusion

To operate in RVSM airspace, the aircraft must be equipped with a minimum of _____ altitude measurement system(s). – 2 independent

To operate within RVSM airspace, the operator must obtain operational approval from their national authority. – True

To prevent an altitude deviation while ensuring correct compliance with the ATC instructions, any altitude changes shall be verified and cross checked by both pilots. – True

Upon reaching cruising altitude, and at intervals not exceeding _____, a cross check between the 2 primary altimeters and the standby altimeter shall be conducted. – 60 min

What are the applicable flight levels for RVSM airspace? – FL290 - FL410

What is the benefit of RVSM airspace due to aircraft operating closer to their optimum altitude? – Fuel Savings

What is the minimum vertical separation between aircraft in RVSM airspace? - 1,000 ft

What is the maximum difference between primary altimeter readings in flight? – 200 ft

When must the flight crew first check to ensure altitude indications are within specified tolerances? – During flight deck preparation on the ground

Which of the following equipment must be operable to properly file for flight in RVSM airspace? Choose all that apply. – b) altitude Seealerter, c) altitude control, d) altitude reporting transponder

Within RVSM airspace, what is the vertical separation required between RVSM and non-RVSM approved aircraft? – 2,000 ft

SAFETY MANAGEMENT SYSTEM

A hazard is a condition, object or activity, with the potential of: (choose all applicable answers) causing damage to equipment or structures/ causing injuries to personnel

Aircraft movements over time have continued to expand rapidly, the airline accident rate: (choose all applicable answers) presently remain relatively constant/ has decreased over time

Approximately ___ of malfunctions of aircraft equipment when part of an accident or incident, relate to a maintenance error. ⅓

Effective risk management tries to maximize the benefits of accepting a risk against minimizing the risk itself. True

___ is involved in looking for hazards as part of a Safety Management System(SMS) Everyone

Fatigue Risk Management Systems: are an integral part of Safety Management Systems (SMS)l

Flight Data Monitoring (FDM) is a(n) ___safety program. Predictive

For the purpose of this lesson, hazards are considered: (choose all applicable answers) natural/ technical

International Civil Aviation Organization (ICAO) identifies 4 components that are essential for a Safety Management System (SMS) to operate effectively: safety policies and objectives, safety risk management, safety assurance and safety regulations. False

Performance-based regulations: provide flexibility in terms of.reaching safety goals.

Safety is all about ____hazards. Avoiding

Safety is the state in which the risk of harm to persons or property damage is reduced to and maintained at or below: an acceptable level

The Swiss Cheese Model for understanding why accidents occur is only useful after an accident. False

When considering risk severity, the category of Minor would mean: use of emergency procedures

Which of the following is a strategy for risk mitigation? All of the options

TCAS

A _nm white range ring is displayed when Traffic Alert & Collision Avoidance Systems (TCAS) is selected and the range selected is less than 80nm. 3

A pilot receiving a Resolution Advisory (RA): - CAN depart from or refuse an ATC clearance to follow the Resolution Advisory (RA).

A Resolution Advisory (RA) will be generated if the Closest Point of Approach (CPA) is predicted to be: 15-35 sec/20 - 30 sec (Boeing 9 Aug 2022)

A Resolution Advisory (RA) symbol is: - A solid red square

A Traffic Advisory(TA) will be generated if the Closest Point of Approach(CPA) is predicted to be: 20-48 sec

A Traffic Advisory(TA) will be generated if the Closest Point of Approach(CPA) is predicted to be: 25-45 sec

A solid white diamond (proximate traffic) that the intruder's relative altitude is within +/- ___ ft vert
ically or the distance is closer than ___ nm away. 1,200, 6

A solid yellow circle indicates: - Traffic Advisory (TA)

A vertical arrow is placed beside the traffic symbol if the intruder is climbing or descending greater than ___ ft/min - 500

An open white diamond (other traffic) indicates that the intruder's relative altitude is greater than +/- ___ ft vertically or the distance is greater than ___ nm away. 1,200, 6

All traffic and collision avoidance system (TCAS) alerts are inhibited by GPWS and wind shear warnings: true

Climb Resolution Advisories (RAs) are inhibited when the aircraft is operating at or near its certified ceiling: True

Depending upon the Traffic Alert and Collision Avoidance Systems (TCAS) selection made, the system is able to scan for and track up to ___ other aircraft or threats - 45

For aircraft with transponders operating in Mode A only, Traffic Alert and Collision Avoidance Systems (TCAS) can only provide an approximate ____ and ___. Range, bearing

Ground Proximity Warning Systems(GPWS), Ground Collision Systems and windshear warning take precedence over Trafic Alert and Collision Systems(TCAS) alerts - TRUE

If the bearing for the TA or RA of the traffic is not available, then the traffic's range, Relative Altitude and vertical motion will be displayed in digital form on the ND - True

Resolution Advisory (RA) vertical orders are displayed on the: Primary Flight Display (PFD)

TFC is required to be selected to display all TA or RA indication: false

The following display indicates: The traffic is flying 1,400 ft higher than your aircraft.

The following symbol represent (amber filled circle): Traffic Advisory (TA)

The following symbol represent (unfilled white diamond) : other traffic

The following symbols represent (white filled diamond):
Proximate Traffic

The following symbol represents (red filled square): Resolution Advisory (RA)

The following Traffic Advisory (TA) indicates that Traffic Alert and Collision Avoidace Systems (TCAS) is unable to track the bearing of the intruder. - TRUE
The following indicates a Traffic Alert and Collision Avoidance System (TCAS) Traffic Advisory (TA). - False

The following indicates a: Preventive resolution advisory

The 2-digit number represents: (illustration is white diamond with -08 with upward vertical arrow) - The Relative Altitude difference, in hundreds of feet either above or below your aircraft.

The Resolution Advisory (RA) 'CLIMB, CLIMB' requires a response within 5 sec and a G-Force of 0.25 G. - True.

The TA/RA position enables the transponder and TCAS TA and RA modes : true

The Traffic Alert and Collision Avoidance Systems (TCAS) processor is programmed with specific aircraft operating limitations, such as the maximum altitude at which the aircraft can climb at _____ ft/min - 1,500

To display relative altitude, the intruder aircraft must be equipped with and operation: Mode C or Mode S transponder

Traffic Alert and Collision Avoidance Systems (TCAS) II is a specific implementation of the Airborne Collision Avoidance Systems concept and TCAS II (version 7.0 and 7.1) are currently the only available equipment that is fully compliant with the ACAS II standards. - true

Traffic Alert and Collision Avoidance Systems (TCAS) II is a system that relies on ground-based radar systems - False

Traffic Alert and Collision Avoidance Systems (TCAS) avoidance maneuvers for up to ___ aircraft can be given simultaneously. - 3

Traffic Alert and Collision Avoidance Systems (TCAS) can track traffic not operating a transponder. - False.

Traffic Alert and Collision Avoidance Systems (TCAS) II monitors Mode C and S transponder signals, providing the range, bearing and altitude of traffic. - TRUE

Traffic Advisory (TA) selection is normally made in case of degraded aircraft performance such as engine failure when the landing gear is extended : true

What audio message is associated with this display? Maintain vertical speed, crossing maintain

What does TFC signify on the Navigation Display (ND): traffic alert and collision avoidance system (tcas) traffic display is enabled.

When operating in a high-density traffic area, Traffic Alert and Collision Avoidance Systems (TCAS) automatically reduces the surveillance range to ___ nm, allowing a clearer presentation of potential threats. - 10

Which switch position will enable Mode A and Mode S but disable the altitude reporting : ALT RPTG OFF

Which switch position will power the transponder but will not reply to interrogations from ATC or Traffic Alert and Collision Avoidance Systems (TCAS) signals from other aircraft? - STBY

With ABOVE selected on the control panel, Traffic and Collision Avoidance System (TCAS) will display traffic: 9,900 ft above to 2,700 ft below the present aircraft altitude.

With the TCAS airspace switch to NORM position, the altitudes range will be: 2,700 ft above and 2,700 ft below

With BELOW selected on the control panel, Traffic Alert and Collision Avoidance System (TCAS) will display traffic: - 2,700 ft above to 9,900 ft below the present aircraft altitude.

You are level at the assigned altitude and make visual contact with a high-performance aircraft rapidly climbing through your altitude less than a mile away. The intruder does not appear on your display. Is this normal? - Yes.

TEM Threat and Error Management (quizzes app)

A preflight briefing is an example of what TEM countermeasures - Planning

An action or inaction by the flight crew that lead to deviations from organizational or flight crew intentions or expectations - Error

Example of a threat - Weather/Turbulence/Etc

How many strategies or countermeasure are there (TEM) - 3

_____ is an error management strategy and considered the lifeblood of safe flight operations. It is through this that one can effectively identify and trap errors - Monitoring

One measure of the effectiveness of a flight crew's ability to manage threats - Whether the threat is detected in time for the flight crew to respond

This is the result of ineffective threat and/or error management leading to a compromised situation and reduce margins of safety in flight operations - Undesired aircraft state

This specific skill is present in ALL countermeasures related to TEM - Communication

The three lines of defense against errors are - identify, avoid, mitigate

THUNDERSTORM AVOIDANCE

A microburst is a - a descending column of air that exists within a downdraft or in isolation, are smaller and more powerful and exist only for a few minutes.

A microburst: is a short-lived downdraft

A thunderstorm begins with the formation of _____ in a deep unstable air mass. --convective cloud

Above 30,000 feet, flight crews should maintain a minimum distance of _____nm from thunderstorms -- 20

Approaching a microburst, an aircraft will experience: a small headwind increase, followed by a strong downburst of air

Following the strong microburst downdrafts, the wind can - swing 180° and become a strong tailwind

Hail within the storm cell normally occurs at altitudes - between 10,000 ft and 30,000 ft

High rain fall gradients on a radar image are good indicators of strong ver7tical shears. They are defined as: -- a large change in rainfall rate over a short distance

In severe storm structures, tornadoes and funnel clouds can develop. These are violent rotating columns of air, usually found: -- in the rain free tail end of a storm

In thunderstorms, the highest probability of severe icing occurs: -- just above the freezing level and extending up to altitudes with a temperature of -25C

In which thunderstorm stage will hail and lightning likely occur? -- Mature

Lightning associated with thunderstorms is a hazard for flight operations: -- at all altitudes

Mesoscale convective systems are a multi cell structure that are associated with: (Choose all that apply): -- a) area type thunderstorms b) frontal systems

Microbursts are classified as ____ microbursts. – Wet or dry

Microburst are created when: a combination of downward movement of rain dragging associated air and the evaporation of some of the falling rain cooling the air mass[8]

Precipitation marks the beginning of the ____ stage of a thunderstorm. - mature

Radar reflectivity is better when the precipitation is: -- composed of larger, wetter droplets.

Shelf clouds are a good indicator of the strength of a storm's updraft and downdrafts. They form: in the turbulent shear between updraft and downdraft

Strong winds aloft tilt thunderstorms to one side increasing the severity of the storm. These thunderstorms are indicated on radar by these type of patterns: -- asymmetric or arrow

The best measure against thunderstorm is - avoidance

The type of thunderstorms created by these lifting agents are more scattered and isolated - (choose all that apply) - convective currents, convergence, orographic

The stages for thunderstorm occurrence are usually described as: -- an initial cumulus stage, a mature stage and a dissipation stage.

Thunderstorms associated with this type of front are often most severe (with the exception to the gust front). – cold front

Thunderstorms associated with this type of front are usually hidden by other clouds may be difficult to see: (choose all that apply) - trowal, warm front

Thunderstorms should be avoided by a distance of _____ nautical miles when flying below the freezing level and _____ nautical miles when flying above the freezing level. – 10, 20

Which of the following is the most complete list of thunderstorm induced threats? -- Tornadoes, turbulence, icing, hail, windshear, microbursts and downbursts, electrical discharges in the form of lightning or precipitation static, water ingestion, and pressure variations.

Which of the following precipitation types is most easily detected by aircraft radar - heavy rain

Which of these stages of a thunderstorm is the least dangerous? - Dissipation

Which of the following statements about hail is true? -- Hail is most predominant during the mature stage of a storm

Which radar images are indicative of rotations taking place within severe thunderstorms? -- hook or finger

Which statements about airframe icing in thunderstorms is most correct? -- Thunderstorms icing is most severe from just above the freezing level to -25

VOLCANIC ASH

After an eruption, the ejected material from a volcano will cool _____ once in contact with the air. -- quickly

Ground hazards associated with volcanic ash include: All of the options

Hazards associated with flight in volcanic ash are: -- All of the options

If an ash cloud is entered, it is important to deploy the passenger oxygen mask to ensure a comfortable flight. -- False

If volcanic dust enters the flight deck, the crew should: don their oxygen masks and select the maximum (100%) flow

International arrangements for the monitoring of volcanic ash in the atmosphere and for providing warning to the aviation community is provided by: -- International Airways Volcano Watch

It is important to start the Auxiliary Power Unit (APU) if an ash cloud is entered. -- True

Once released into the atmosphere, the ash is trapped in an upward convecting column that can rise at a rate up to ___ - 600 ft/sec

Referencing the Volcanic Ash Advisory shown here, what is centre issuing the advisory? Anchorage

The melting temperature of the glassy silicate rock material that comprises an ash cloud is higher than the operating temperatures of jet engines. - False

The most effective technique for avoiding an inadvertent volcanic ash encounter is : Visual identification of ash clouds

The quickest way of exiting an ash cloud, once it has been entered, is to: - descend and complete a 180° turn.

The Weather Radar is an excellent tool to be used for locating volcanic ash. -- False

There are nine regional ____ around the world detecting, tracking, and forecasting the movement of eruption clouds. - VAACs

Volcanic ash damage to engines maybe from: All the options

What does the color code “ORANGE” represent? – Watch

What is the center issuing the advisory? - Anchorage (choose center on VAAC)

What is the location of the volcano? -- N5325W16807 (choose location on PSN:)

Who is responsible for issuing the SIGMETs and NOTAMs regarding volcanic activity? – Meteorological Watch Offices (MWO)

WEATHER AND METEOROLOGY

A hurricane or typhoon is also known as a: all of the options

A jet stream is found in the: warm air mass beneath the tropopause

A statement of the expected meteorological conditions at a particular station during a specified period is called: -- TAF

A tropical storm will be classified as a hurricane when the winds produced are greater than : --74 mph (110 km/hr)

Air masses traveling over the surface of the earth take on the characteristics of the surface they are in contact with. These air masses are then classified according to: temperature and moisture content

An occluded front has warm air located: -- squeezed above and in between a rapidly approaching cold air mass and slower moving cool air mass

Concerning Runway Condition Reports, pilots wimll need to know the contaminate: -- All the Options

For monsoon (large-scale sea breezes), the extreme heat over land masses during the _____ months causes a very large low pressure to form. -- summer

METAR winds direction and speed for this station are measured in: degrees true and knots

NOSIG Means - no significant changes to meteorological conditions are expected.

On the graphical weather chart, the triangle symbols represent: a cold front

PROB: is used to indicate the probability of occurrence of meteorological conditions or temporary fluctuations

Radiation fog occurs most often ____, under a clear sky with a _____ temperature/dew point spread. – at night or near daybreak, small

Referencing the SIGMET shown, what is the observed significant weather? Squall line of 0thunderstorms.

Referencing the SIGMET shown, what direction and speed is the squall line moving? East at 15 kts

The East Asian Monsoon affects parts of Indo-China, the Philippines, China, Korea, Japan. In the summer, this monsoon is recognized by its ____ weather: warm and rainy

The following series of METARs indicate this type of frontal passage: KORD METAR 271950Z 20012KT 10SM SCT035 24/22 A2989. -- Cold front (Check that temp decreases from 24, 25, 24 to 8)

The gradual onset of stratus type clouds, increasing precipitation, and gradual increase in temperature to an observer on the ground, indicates that this type of front is approaching: -- Warm Front

The height of the tropopause: (Choose all that apply) -- b. varies with the type of air mass beneath it d. is normally higher in tropical areas

The Intertropical Convergence Zone (ITCZ): -- All the Options

The intertropical convergence zone is: an area of wx where trade winds of the northern and Southern Hemisphere converge

The main weather feature associated with the Intertropical Convergence Zone is: large scale CB clouds with thunderstorms and heavy showers

The most likely location for aircraft to encounter the strongest Clear Air Turbulence (CAT), relative to the jet stream, is: -- on the cold side of the jet

The most severe category given to a cyclone is: Cat 5

The term in a TAF used to describe expected changes to meteorological conditions which reach or pass specified threshold criteria at a regular or irregular rate is called: BECMG

The term used in a TAF to describe expected temporary fluctuations to meteorological conditions which reach specified threshold criteria and last for a period of less than 1 hr in each instance is: -- TEMPO

The wind speed indicated by the arrow is ____ kt. (two triangles) - 100

This type of air mass is cool and moist air often originating as cP. -- mP – Maritime Polar

This type of air mass is very cold and dry originating in the far north - cA - Continental Artic

This type of air mass is very warm and dry originating in Mexico or the American South West -- cT Continental Tropical

This type of air mass is very warm and very humid. It origins are similar to the origins of cyclones. -- mE – Maritime Equatorial

This type of fog forms when warm air moves over a cold ground or water. -- Advection Fog

To an observer the ground, rain showers, cumulus type clouds and the marked decrease in temperature indicates this type of frontal passage. -- Cold Front

What are the reported winds at EGLL? – 130 T at 7 kt

What is meant by this box? (350 in a white box) -- The tropopause height is at FL350

What is the RVR reading in the METAR below? 1300m with an upward tendency

What is the visibility forecast to be? 5000m

Which of the ff wx phenomena best describe conditions associated with a warm front? Stratiform clouds, lowering ceilings and continuous precipitation

Which statement about tropical cyclones is most correct? -- A tropical cyclone is a non-frontal low pressure system over tropical or sub-tropical waters that has cyclonic flows influenced by Coriolis effect

WINDSHEAR

A decreasing performance shear is - (choose all applicable) an increase in tailwind, a decrease in the headwind component

A decreasing performance windshear may cause the aircraft to descend below the glide path - True

A dry runway : is one which is clear of contaminants and is not “wet”

A microburst : is smaller than a downburst

A microburst is a small short-lived downburst that creates extreme windshear at low altitudes - true

A significant shear may occur if a front has a surface temperature change of 5C (9F) or across the front and/or moving at a speed of 30kt or more - True

A significant shear could occur when penetrating a front if the front: Is moving at a speed of 30 kt or more and has a surface temperature change of 5C (9F) or greater across the front

A small short lived downburst that creates extreme windshear at low altitudes is a: microburst

An increasing performance shear during the approach causes airspeed to increase and the aircraft to climb above the profile - True

As the runway coefficient of friction decreases: the accelerate-stop distance will continue to increase

Clear air turbulence (CAT) - is caused by the windshears occurring at the edges of the jet stream

Clear air turbulence (CAT) is usually strongest on the warm air side of a jet stream - false

Downbursts and microbursts generally result from - downdrafts from thunderstorms

During a windshear encounter, with the autopilot and autothrottle engaged, an increase in power indicates - a decreasing performance shear

Early recognition of potential windshear situations may be accomplished by - visual observation

If encountering a decreasing performance shear: Increase the thrust to maintain the glide path and airspeed.

If windshear conditions exist for the approach, the best method to maintain energy is - to incorporate a wind additive of half the headwind component and all of the gust to a maximum of 20kts

If windshear is encountered on the takeoff roll and a reject cannot be completed initiate a normal rotation at least _____ feet from the end of the runway regardless of the airspeed. – 2,000

In potential windshear situations, the Pilot Monitoring (PM) should always monitor the airspeed altitude and localizer - False

In potential windshear situations, the Pilot Monitoring (PM) should always monitor the: - Airspeed, vertical speed and altitude.

Lenticular clouds are always associated with mountain waves - false

Microbursts are smaller than downbursts and are generally - (multiple answers) 6000ft in diameter and spread out when they hit the surface of the earth, last for about 10 min, have winds that can be up to 6000 ft/min down

On approach to landing (regardless of the position of the radar switch) the weather radar will begin scanning for windshear below _____ ft Radio Altitude and the PWS alerts are enabled below _____ ft Radio Altitude. The PWS switch is required to be in the AUTO position, and the ATC switch is in the

I

leave-fd8210751a3c402029-fe1c1379736c057f721c73-fe931673736d007e74-fe9…

ON or AUTO position. - 2,300 / 1,500

Pilots may learn of windshear from: - all of the above

Rotor clouds - are indications of significant turbulence and windshear

- The definition of windshear is a change in the wind direction and speed over a short period of time or a short distance - True

The weather radar will begin scanning for windshear below _____ ft radio altitude and the PWS alerts are enabled below ____ ft radio altitude regardless of the position of the WXR switch on the EFIS control panel - 2,300/1,200

Virga - is a good indicator of a dry microburst

When manually flying and an increasing performance shear is encountered: The aircraft may balloon above profile initially.

Which of the following describes a windshear-related inversion - Lower level air is cool and stable, winds above relatively strong

Wind traveling over high terrain becomes compressed and because of Bernoulli's principle, accelerates. ____ can be a source of significant windshear - Mountain waves

Windshear along a coastline may be caused by - the difference in air friction over water and land

Windshear is associated with frontal boundaries that: have a temperature difference of at least 5C (9F)

Windshear is defined as a change in the __ and __, over a short period of time or a __. All of the options

Windshear is found in frontal system boundaries that - have a temperature difference of at least 5°C(9°F)

Unknown category:

The crew sees an RNP and an ANP value displayed on the navigation displays. This indicates - the aircraft is not necessarily RNP qualified

The P-RNAV navigation specification satisfies the full requirements of the RNAV 1 navigation specification - False

Which of the following is a component of Total System Error - Flight Technical Error

- With GPS as the only long-range navigatl on
- ion system on-board - a Fault Detection and Exclusion program is mandatory

stations but not allowed in the transit station? - No

Cargo aircraft only DG is allowed for full cargo flights in a passenger and cargo aircraft - No

Check-in staff must be adequately trained to assist them to ___ dangerous goods carried by passengers -

Chemical agent monitoring equipment, when carried by staff members of the Organization of Prohibition of Chemical Weapons on official travel may be permitted = As carry-on baggage and checked baggage** (not verified)

Class or division is shown in the NOTOC inside a parenthesis. – No

Column C lists the - Class or Div. (Sub hazard)

Column I lists the packing instructions for aircraft carrying passengers and cargo - True

Cargo aircraft only DG is allowed for full cargo flights in a passenger and cargo aircraft. - No

Corrosives are a - Class of DG

Dangerous good in limited quantities is a - Category of DG

Dangerous goods always pose a hazard when carried on board aircraft - False

Dangerous goods are allowed inside the cabin. – Yes

Dangerous goods are articles or substances that are capable of posing a hazard to - (multiple answers) Health, Environment, Property

Dangerous goods are articles or substances, which are capable of posing a _____ to health, safety, property, or the environment - Hazard

Dangerous goods are assigned to the relevant packing group according to the degree of hazard they present. The highest level of danger is - Packing group I

Dangerous goods are classified by the - united nations committee of experts

Dangerous goods are defined as articles or substances which are capable to posing a hazard to health, safety, property or the environment - True

Dangerous goods can be divided into the following groups - All of the options

Dangerous goods in exempted quantities will appear in NOTOC? - No

Dangerous goods in limited quantities is a _____. - Category of DG

Dangerous Goods packages must be ___ to prevent them from moving duringi flight and be protected from damage by other freight - secured

Dangerous goods that can be carried by passengers or crew are outlined in what table of the IATA DGR - 2.3A

Determines the acceptability of the articles and substances for air transport, as well as the conditions for transport. – Identification of Dangerous Goods

DG in excepted quantities is required to be declared in the NOTOC. - No

Do articles and substances that are packed as Limited Quantity need to appear in the NOTOC - Yes

Do articles and substances that are packed as excepted quantity need to appear in the NOTOC - No

Do we need to segregate Flammable Liquids with Corrosive substances - No

Do we need to segregate oxidizing substances from flammable liquids - Yes

Do we need to separate hatching eggs from radioactive materials
- Yes

Do we need to separate Live s from Dry Ice
- Yes, we must place them in different compartment

Doesn't dangerous goods in excepted quantities do not require a shipper’s declaration?
- YES

Drill number 11 refers to infectious substances that may affect humans or s if inhaled, ingested or absorbed through the mucous membranes or an open wound
- True

Dry ice can be carried in the cabin in limited amounts.

– Yes

Dry Ice is a - Type of DG

During a dangerous goods incident ATC is never to be notified of the type of dangerous goods being carried on board the aircraft - False

E-cigarettes and any spare lithium batteries - must be carried in carry-on baggage

Except as provided in Section 2.3 of the DGR, dangerous goods must not be carried on board aircraft by passengers or crew - All of the options

Flammable liquids are a _____ - Class of DG

Flight crew members are under Category 10 of the DGR training requirements - yes

Flight crew must be prepared to respond to a dangerous goods incident without the benefit of documentation, labeling or marking as set out in the - Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (EGR)

Flight crew must be prepared to respond to a dangerous goods incident without the benefit of documentation, labeling or marking as set out of the DGR
- YES

For Cargo Aircraft Only, what is the maximum allowed net quantity of this shipment per package - (Shows Selenium Oxychloride) 2.5 liters per package

For Passenger and Cargo aircraft, what are the packing instructions for Selenium Oxychloride - 850

Forbidden DG is a
- Category of DG

Forbidden Dangerous Goods are items that are liable to explode, dangerously react, produce a flame or evolution of heat, or dangerous emission of toxic, corrosive or flammable gasses - True

From a flight from Manila to London, an incident related to dangerous goods shipment occurs while flying over india. Which authorities must can can be informed of the incident - The civil

authority of the philippines, the directorate general of civil aviation of india, the uk civil aviation authority (multiple answers)

Goods acceptable without the Operator's devicesapproval include: portable electronic (including medical devices)(such as watches, calculating machines, cameras, cellular phones, lap-top computers, camcorders) containing batteries, when carried by passengers of crew for personal use - True

Hair curlers containing hydrocarbon gas may be permitted - As carry-on baggage and as checked baggage

Handling labels such as ‘Cargo Aircraft Only’ must also be afficed next to the appropriate hazard label and may be loaded to passenger and cargo aircraft? - No

Hidden dangerous goods are always deliberately placed on the aircraft without declaration - False

How are passengers and crew notified of dangerous goods that are forbidden for transport aboard an aircraft? -- All of the above

How can we determine the ERG code if it wasn’t provided in the NOTOC? - All of the above

How many DG classes are there? - 9

How many DG variations does PAL have as an operator - 4

How many operator variations does PAL have? - 4

How many sections could be found in the Emergency Response Guide? - 4

IATA DGR is updated every _____. Annually

If a label becomes lost, detached or illegible - The label must be replaced with an appropriate label

If an item has not yet been classified with a UN Identification Number it is assigned a _____ series number - 8000

If there is a secondary hazard associated with the item, the applicable label must be affixed adjacent to the primary label - True

In handling radioactive materials, what standardized unit that indicates the radiation level of a package containing radioactive materials? - Transport Index (T.I)

P

In table 4.2, the proper shipping name is shown in bold (dark) type whereas the descriptive text is shown in light type? -- Yes

In which class does lithium ion batteries belong - 9 misc9 misc

Infectious substances in Category 'B' must be assigned to UN - 3373

Is it recommended that ATC be notified of dangerous goods on board in the event of an emergency - Yes

Limited quantity DG has a prefix of - Y

Operators are obligated to report any occasion when undeclared or mis-declared dangerous goods are discovered in - All of the options

Operators are obligated to report any occasion when undeclared or mis-declared dangerous goods are discovered in cargo, mail or passenger baggage - yes

Operator's responsibility presented in Section I of the DGR include - All of the options

Passengers may inadvertently or intentionally carry on board aircraft DG which are hidden in their baggage and which are undeclared. -- Yes

Non-flammable, non-toxic aerosols in Division 2.2 may be permitted - All of the options

Numerous States and specific operators have registered individual variations to the DGR - True

Packages containing ____ require a seperate handling label in addition to a Division 2.2 label - Batteries

Packages containing environmentally hazardous substances or mixtures meeting the criteria of UN 3077 and UN 3082, must be durably marked with the Environmentally Hazardous Substance mark? - YES

Packages containing lithium cells or batteries prepared in accordance with the relevant packing instructions must bear the lithium battery mark and must have the correct UN number as specified in regulations - Yes

Packages of dangerous goods that contain Cryogenic liquids or carbon dioxide, solid (dry ice) must not be loaded in proximity to - Live s*** (author's answer, not yet verified)

Packages of dangerous goods need only be inspected prior to loading - True

Packing group I is - High danger

Passengers may inadvertently or intentionally carry on board aircraft DG which are hidden in their baggage and which are undeclared. - Yes

Please match the following classes with the correct class number - Flammable solids = Class 4, Oxidizing substances = Class 5, Miscellaneous Dangerous Goods - Class 9

Please match the following labels and markings with the correct statement - E=Excepted Quantity Label, Y=Limited Quantity Label, UN=UN marking for packages

Procedures after landing during a dangerous goods incident - All of the options

Radioactive packages bearing a Category II - Yellow or Categojry III - Yellow label, should be loaded -

Referring to the Aircraft Emergency response Drills below, what is the hazard to aircraft for the Drill code 3P - Fire and/or explosion

Referring to the Aircraft Emergency response drills below, what is the spill or leak procedure for Drill code 6P -

Referring to the table, spare or loose Lithium Ion batteries are permitted as checked baggage - False

Safety matches or a cigarette lighter may be puermitted -

Section ___ of the DGR describes the limitations associated with the carriage of dangerous goods - 2

Section ___ of the DGR lists special provisions referred to in column M of section 4 - 4.4

Section ___ of the DGR outlines certain dangerous goods that are permissible in small (de minimus) quantities and not subject to all of the provisions of the DGR -

Should any article or substance carried as dangerous goods must be properly packed, identified, classified, marked, labeled and documented - Yes

Solid dry ice can be shipped by itself in proper packaging. - yes

Table ___ lists dangerous goods that are not required to appear in the NOTOC -

Table 4.2 is arranged alphabettically by proper shipping name - True

The avalanche rescue pack is permitted as carry-on or checked luggage - True

hazard labels indicate - nature of the risk

The criteria for assigning the Packing Group are part of the classification instructions in Section 3 of the DGR. Packing Group I represents - high danger*** (not sure, authors answer, might be wrong)

The DGR does not apply to dangerous goods carried on an aircraft where they are placed to -

The DGR does not apply to dangerous goods carried on an aircraft where they are placed on board to provide medical aid to a patient during flight although special handling procedures may be in place for items such as medical oxygen or other compressed gasses - True

The DGR provides guidance on shipments that may inadvertently contain undeclared or hidden dangerous goods - True

The Emergency Response Drill lists the inherent hazards, including hazards to the occupants. Procedures for spills or leaks, fire-fighting procedures and any additional considerations are also shown - True

The Excepted Quantity Packaging Mark must be affixed to any package containing dangerous goods in excepted quantities - Yes

The identification tag affixed to a Unit Load device must be removed - Immediately after the dangerous goods have been unloaded

The Limited Quantity Mark must be displayed on packages packed in accordance with the limited quantity provisions - Yes

The markings that dangerous goods packages must display are identified in the Dangerous Goods Regulations. - Yes

The maximum amount of PED (Personal Electronic Device) allowed for each passenger or crew is - 15

The provisions of the DGR carried by crew and passengers is found in Table 2.3A of the DGR - True

The provisions of the DGR do not apply to certain operator-related articles and substances as specified on section 2.5 - True

The Radio Active Material, Excepted Package label must be affixed to all excepted packages of radioactive material? Yes

There are two packages of radioactive material grouped together. One has a T.I. of 5.1 and the other has a T.I. of 3.2. What is the minimum separation distance required - 1.55 meters

UN 2333, Allyl acetate is not yet a UN classified dangerous goods. – No

Under provisions of passengers and crew, who must be adequately trained to identify and detect dangerous goods carried by passengers? - check-in staff

What are the conditions for a smart luggage to be accepted as carry-on - Lithium battery must be removable, all transmitting function, such as bluetooth, wifi and GPS must be turned off

What checklist should be first used to respond to a DG related incident or accident? - Aircraft specific checklist

What document provides the Flight Crew with the information they need to effectively deal with a dangerous goods incident - ICAO emergency response guidance for aircraft incidents involving dangerous goods (ERG)

What is the additional hazard for Drill code 8F -

What is the prefix for DG in excepted qualities as seen in the NOTOC? E

What is the purpose of the drill letters in an ERG? To know any additional hazards

What does column M list - Special Provisions

What information should be provided to ATC for DG related incident/accident? - All of the above

What is the allowable weight for dry ice to be carried or checked as baggage - 2.5kgs

What is corresponding to the following hazard label (fire with red stripes and 4 at the bottom) - Flammable solid

What is the code for the subsidiary hazard for Selenium Oxychloride - 6.1

What is corresponding to the following hazard label (red stripes, fire, number 4 at the bottom) - Flammable solid

What is the Drill Code for Refrigerant gas R 1318 - 2L

What is the excepted quantity code for allyl acetate -

What is the first ICAO ERG procedure item when dealing with an aircraft dangerous good incident - The first item in the procedure directs the crew to follow the appropriate aricraft emergency procedures for fire or smoke removal

What is the first response for lithium battery incident in the cabin - Relocate passengers away from the device

What is the minimum separation distance of a package containing radioactive material with a TI of 3.4 - 0.85 meters

What is the packing instruction number for Allyl Acetate on cargo aircraft only - 364

What is the prefix for DG in excepted quantities as seen in the NOTOC - E
Oh i
What is the purpose of the drill letters in an ERG? -- To know any additional hazards

What is the ULD number for this shipment (selenium oxychloride on example) - AF502

What must be done with the packages containing dangerous goods that might react dangerously with each other when loaded on an aircraft or stored in a warehouse - Must be physically separated

What number refers to the subsidiary hazard for allyl alcohol - 3

What precaution must be exercised when using a halon fire extinguisher - Always wear an oxygen mask

What shape of pictograms on packages may indicate the presence of dangerous goods - Diamond

What will be the procedure in case of a leak involving UN 1845 Dry Ice with ERG code 9L - Use 100% oxygen, establish and maintain maximum ventilation if “A” drill letter

What type of labels provide information about the proper handling and stowage of dangerous goods? -Handling Labels

What would be the risk for occupants for an incident related with a UN 3480 Lithium Batteries with ERG code 12FZ - Smoke, fumes, heat

When packages containing radioactive material are grouped together, how is the total T.I. Gathered? - The sum of each individual TI

Where is the emergency response drill code for a particular item found - ICAO Emergency Response guide

Which packing group is used for high danger articles or substances - Packing group I

Which party is responsible for labels and markings on dangerous goods shipments - The shipper*** (unverified)

Which radioactive material category can be loaded in unlimited quantities with no separation requirement - choose pictogram showing radioactive I

Who has the responsibility to accept DG? - Airline Operator

Who's obligations related to: acceptance, storage, loading, inspection, provision of information (including emergency response), reporting, retention of records, and training - Operators

Who's responsibility to first determine whether articles or substance are dangerous goods and then to comply fully with the provisions of the DGR Shippers

EDTO / ETOPS

An EDTO exit point (EXP) is the point on a twin engine aircraft's route where the aircraft returns to within _____ min flying time (at the specified single engine inoperative cruise speed) from an adequate airport. -- 60

An EDTO segment may be covered by several alternate aerodromes, or just one. -- True

Any time you are operating a twin engine aircraft over routes that contain a point further than _____ min flying time (at the specified single engine inoperative cruise speed) from an adequate airport you are operating in an EDTO area. – 60

During the EDTO dispatch process on the ground, the required weather minima for alternate aerodrome is____ than for normal operations. Once airborne, the weather must remain _____ the normal published minima. – higher/at or above

EDTO range limits are expressed in _____, as not all aircraft have the same single engine cruise speed. – Minutes

For the purpose of EDTO, an alternate aerodrome is an airport which the air operator and the regulator consider to be adequate, having regard to the performance requirements applicable at the expected landing weight. – True

For verification flights, the Captain must assess the normal operation of _____ and make an entry in the technical log prior to entering the EDTO segment. – the affected EDTO system

ICAO now uses the acronym EDTO (Extended Diversion Time Operation) in place of ETOPS with respect to aircraft operating more than 60 min flying time from an adequate airport. – True

If an unserviceable aircraft system is part of the MEL (Minimum Equipment List) requirements and affects EDTO capability, the Captain may elect to upload sufficient fuel to conduct the flight via a non EDTO route after consultation with the company dispatch. -- True

If the departure and/or destination airport has to be used instead of an EDTO en route alternate, normal EDTO alternate weather planning minima does not apply. – False

Reasons for not entering the extended diversion area include, but are not limited to: -- All of the above

Regarding adequate airports, it should be anticipated that (at the expected time of use) the airport will be available, and equipped with the necessary ancillary services, such as ATC, lighting, communications, weather reporting, NAVAIDS, emergency services. – True

Shortly after departure a EDTO alternate's weather falls below minimum and will remain unsuitable for the remainder of the flight. Other EDTO aerodromes are inadequate and the EDTO area

has been altered as a result. Since the flight is airborne, it remains within the Captain’s authority to continue the flight as planned. – False

The critical fuel scenario assumes fuel capacity to divert to the alternate at the: -- diversion altitude and speed, complete a normal descent profile to 1,500 feet above the diversion airport and hold for 15 min, complete one instrument approach, a missed approach procedure, and a second approach procedure to a landing

The Critical Point (CP) is the ETP along a route with: -- The least difference between fuel required and the fuel on board.

The MEL does not include EDTO dispatch limitations. -- False

The three aircraft failure cases in a Critical Fuel Scenario are: -- Single engine out / depressurization / single engine out with depressurization

While a flight is within the EDTO area or operation, one EDTO alternate aerodrome’s weather becomes unsuitable, however is within normal landing limitations. The flight must: -- Continue

EGPWS Airbus Exam

A red GPWS visual and aural alert can be activated when excessive sink rate, excessive terrain closure rate or when there is a loss of altitude after take-off or go around, but also. - In case of an abnormal slat/flat configuration

GPWS aural and visual warnings cannot be inhibited - NO

During daylight VMC conditioins with terrain clearly visible, the EGPWS alert may be considered as cautionary - Yes

If the PULL UP Red visual warning is displayed, which GPWS modes does it refer to - Modes 1, 2 and Terrain Awareness display

if time between two consecutive predetermined callouts exceeds a certain threshold, the present height is repeated at regular intervals. what is the time threshold - the threshold is 11sec above 50ft and 4sec below 50ft

If the aircraft descends during the initial takeoff climb or during a go-around, GPWS lights come on and the aural alert "DON'T SINK" sounds repeatedly - the lower cut-off limit is 30 feet RA

In addition to the basic GPWS functions, the GPWS has an enhanced function (EGPWS) which provides, based on a worldwide terrain database: - A and B

In GPWS Mode 1, excessive rate of descent, what are the two aural warnings you may experiencen - “Sink rate” and “whoop whoop pull up”

In the EGPWS, what is the warning envelope time frame - 30 sec

In the Enhanced GPWS (EGPWS), what other inputs will be taken into consideration - Geographic position, altitude, attitude, airspeed and projected flight path

In the GPWS Overhead panel, by pressing Flap Mode OFF, which GPWS Mode will be inhibited - Mode 4

In which of the following situations would the pilot configure the GPWS panel ‘FLAP MODE’ to OFF - In case of landing with a reduced flaps setting normally the CAPT pfd displays the RA1 height and the F/O pfd displays the RA2 height - both pfd display the height from the remaining one

Pushing the GPWS-G/S pb on the glareshield while the aircraft is on the ground will - Test the GPWS system warnings

the ground proximity warning system (GPWS) generates aural and visual warnings when certain conditions occur between: - 30 and 2450 feet RA

The loudspeaker announces "RETARD" at __, or at __ if autothrust is active & one autopilot is in LAND mode - 20ft or at 10ft

What are the computers that feeds data to the Ground Proximity Warning Computer? - Radio Altimeter, Air Data Inertial Reference Unit, ILS, Flight Management Guidance Computer, Landing Gear Control Interface Unit, Slat Flat Control Computer and Flight Warning Computer

What would be the aural alert of a Terrain Clearance Floor (TCF) warning - Too low terrain

What would be the visual warning for Mode 1 of Mode 2 EGPWS occurrence. A red PULL UP sign on the glareshield panel

What would be the characteristics of a “Too Low Gear” aural warning - Radio Altimeter below 500 ft, speed below 190 kts and landing gear not extended

What would be the visual warning for Mode 1 or Mode 2 EGPWS occurence - A red PULL UP sign on the glareshield panel

When amber ECAM message ‘NAV GPWS FAULT’ appears, you have lost automatic callouts for - All your GPWS warning

When would the “Glide Slope” aural alert be active - Below 1,000 ft

Which feature is not part of the EGPWS system - Sea floor

Which of the following is true about GPWS warnings? - If the loudspeakers are off, you will still hear GPWS warnings.

Will the EGPWS system automatically activate and display any terrain that penetrates one of the protective envelopes on the Navigational Display if TERR ON ND push button switch is OFF - Yes

Would a GPWS alert call up an ECAM action - No

EGPWS Boeing

A GPWS caution or warning does not necessarily guarantee obstacle or terrain clearance as some obstacles or terrain ahead of the airplane may exceed the available climb performance - Yes

Both TERRAIN and ALERT messages can be displayed at the same time - NO

Enhanced Ground Proximity Warning Systems (EGPWS) use ___ to monitor terrain along the projected fAltitudelight path - all of the options

GPWS immediate alerts are based on ____.
- Radio Altitude, Barometric , ADIRS.
- Glideslope deviation, Airplane configuration
- All of the above.

GPWS provides a voice callout at selected Radio altitudes to advice the flight crew of the_____
-Approximate height above ground
-Reaching DH, or MDA.
-Both

GPWS windshear alerts are enabled during _____. - Takeoff

How do you remove the alert when at low altitude and airspeed, with unsafe terrain clearance and the flaps not in landing configuration? -- Both

How many seconds after the weather radar scans for wind shear is the PWS alert enabled - 12 seconds

In case of an excessive deviation below the glideslope, what is the annunciation in the cockpit - GLIDESLOPE, GLIDESLOPE

Pushing the GND PROX G/S INHIB switch inhibits the alert when pushed below - 1,000 ft Radio Altitude

The highest obstacle or terrain is represented by _____, and the lowest obstacle or terrain displayed is represented by _____. - High density green; low density green

The radar antenna scan sweep will be _____ when PWS is scanning for wind shear.
- reduced

The terrain display is _____ for navigation
Not to be used

The terrain display is correlated to _____. - GPS position

The use of look-ahead terrain alerting and terrain display functions is prohibited within _____ of take off, or landing at an airport or runway not contained in the GPWS terrain database. - 15 nm

What accompanies a TERRAIN TERRAIN, PULL UP PULL UP annunciation? -- Both

What follows the DON'T SINK alert with the gear and/or flaps up after take off or go around, when there is an altitude loss at low altitude - TOO LOW, TERRAIN

What happens to the annunciation during an excessive deviation below the glideslope as the deviation increases - Volume increases as deviation increases

What happens when a TERRAIN alert message is displayed and an OBSTACLE alert happens? - OBSTACLE alert replaces the TERRAIN alert

What happens when the aircraft is within 20-30 seconds from projected impact with terrain - A red PULL UP shows on both PFDs

What is displayed in the ND when within 40 - 60 seconds of the terrain?
- Amber TERRAIN is displayed

What is the annunciation during an altitude loss after a take off or go-around with the flaps and/or gear up? - DON'T SINK, DON'T SINK

What is the annunciation for an excessive descent rate - SINK RATE, SINK RATE

What is the voice annunciation when the aircraft is 40-60 seconds from projected impact with terrain - CAUTION TERRAIN, CAUTION TERRAIN

What would be the callout uif 100ft. And DH/MDA occur at the same point? - - MINIMUM

What would happen during a descent below an unsafe altitude is made while too far from any airport in the terrain database - TOO LOW, TERRAIN annunciates

When an obstacle or terrain alert occurs, the respective message is displayed on the _____ - ND

When can a red PULL UP message appear on the PFD - When the descent rate becomes severe

When does the GND PROX light illuminate?

- 40-60 seconds from projected impact with terrain
- With flaps and/or gear up after take off or go-around with an altitude loss
- Both

When obstacle and terrain contours are displayed, the altitudes of the highest and lowest displayed obstacle or terrain are displayed - Below the terrain symbol

When one pilot selects terrain and the other pilot selects weather radar, each display updates on: -- alternating sweeps

When the airplane is lower than 2000 feet above the terrain, all obstacles and terrain within 2000 feet of airplane _____ are displayed on the ND.
- Barometric Altitude

When the terrain switch is pushed on, what happens?
- The terrain symbol is displayed on the ND
- The obstacle and terrain contours may be displayed
- -All of the above

FLIGHT SAFETY EXAM (BOEING)

Fully charged Emergency Lighting System remote batteries provide illumination for how many minutes of operation? - 15 minutes

If you open a passenger entry door that is in the red armed mode from the inside and the slide/raft does not inflate automatically, which of the following action must you perform? – Pull the manual inflation handle located on the girt.

In case of an emergency, open a passenger entry door from the inside by performing which of the following action? – Rotating the door handle to the open position.

Is it possible to monitor the status of the passenger entry door mode from the flight deck? - Yes, on the Door Synoptic Display or by the door MEMO messages.

On the ground with both engines shut down, any VHF radio that transmits for more than ___ seconds is automatically disable and dashes appear in the tuning panel frequency window for that radio. – 35.

The TAXI Light Switch is turned ON, Which statement about the Taxi LIghts is most correct? – The Taxi Lights illuminate when the nose landing gear is down and locked and point straight ahead of the airplane.

The emergency lighting system receives power for illumination of the cabin flights from what source? – The Emergency Lighting System cabin lights receive electrical power from remote batteries

Under what conditions may the flight deck number two windows be operated in flight? The number two windows may be operated in flight if the airplane is unpressurized.

What action is required in the EICAS caution message DOOR FWD CARGO displays in flight? -- The airplane must be depressurized to minimize the risk of door separation

What action reactivates the boom microphone following use of the flight crew oxygen system? - the reset test switch must be pushed with the left oxygen panel door closed to reactivate the boom microphone and deactivate the mask microphone

What can the First Officer do to regain audio control if his audio control panel fails? – Position the OBS AUDIO selector to F/O, then use the Observer’s audio control panel.

What does a series of dashes in both windows of a Radio Tuning Panel indicate? – Dashes appear in both windows when the selected radio is failed or has been disconnected.

What does illumination of the offside tuning light mean? -- One of the other radio tuning panels is tuning a radio normally tuned by this panel.

What does the EICAS advisory message WINDOW FLT DECK R indicate? -- The right flight deck number two window is NOT closed or is unlocked

What does the EICAS advisory message WINDOWS indicate? – The left and right flight deck number two windows are not closed and latched

What does the EICAS message CONFIG DOORS indicate? – A door is not closed, latched and locked, and either engine's thrust is in the takeoff range on the ground

What does the EICAS message RADIO TRANSMIT indicate? – a VHF or HF transmitter is keyed for 30 seconds or more.

What flight deck condition indicates that a flight deck side window is NOT properly locked? – The WINDOW FLT DECK L,R EICAS message is displayed.

What flight deck lights are turned on by the STORM light switch? – Flight deck aisle stand, glareshield, and instrument flood lights, dome lights, and illuminated indicator lights are illuminated at maximum brightness.

What is indicated by an illuminated FAIL light on the flight deck printer? - The flight deck printer has failed.

What is the operating condition of the nose gear landing lights when the NOSE LANDING light switch is ON but the nose landing gear is NOT down and locked? – The nose gear landing lights cannot illuminate when the nose landing gear is not down and locked

What is true about the ATC data link operation? -- The crew must manually log on to a participating ATC facility

What is the required position of individual panel light or display brightness controls for the master bright ? – 12 o'clock, the white dot

What must the aircrew do if using the portable halon fire extinguisher on the flight deck? – All flight crew members must wear oxygen masks and use 100% oxygen with emergency selected

What position should the UPR DSPL brightness control be selected to for full range of control with the master bright system? – 12 o'clock, the white dot

What precaution must be exercised when using a halon fire extinguisher? – Always wear an oxygen mask

What range of brightness control is available if you adjust an individual panel light brightness or display? – The brightness of the individual panel light or display changes by a small amount

What statement best indicates a properly closed and locked flight deck number two window? -- The orange indicator is not visible and the lock lever in the full forward position and the WINDOW FLT DECK L, R EICAS message is not displayed

When can the Upper Door 1 Crew Rest Compartment be used? – When the AIRFLOW OFF light is not illuminated

When does the AIRFLOW OFF light illuminate on the Upper Door 1 Crew Rest Compartment Master Control Panel? – When the airplane is below 25,000 feet or during the smoke detection mode.

When does the AUTO UNLK light illuminate on the Flight D7eck Door lock panel? – When the correct emergency access code has been entered.

When does the FASTEN SEAT BELTS sign automatically illuminate? - When the passenger oxygen system is ON.

When escaping the airplane through the number two window, which of the following is not correct? -- Sit on the window sill with legs outside

When the Door Select Lever is in the red armed position, which of the following is correct? – The slide bar is attached to the floor fittings and the door is selected for pneumatic emergency operation.

Which lights are turned to full bright by the STORM light switch? - Dome lights, all flood lights, and illuminated indicator lights.

Which method of providing a CABIN READY signal to the flight deck is not a normal use of the cabin interphone system ? – By a CABIN ALERT EICAS communication message

Which of the following statements concerning the flight deck number two windows is not correct? – The number two windows must not be opened in flight.

Which of the following properly described what happens when a passenger entry door is opened from the outside? - The door mode selector automatically moves to the green disarmed position.

Which statement about the Emergency Lighting system is correct? -- The Emergency Lighting system receives power from separate remote batteries.

Which statement about the Indicator Lights Switch is correct? -- The switch illuminates all annunciator lights to full brightness for 10 seconds then dims the lights for as long as the switch in held in the TEST position

Which statement about the Passenger Entry Doors is correct? -- A door flight lock prevents opening in flight

Which statement about the Radio Tuning Panel is not correct? - The center radio tuning panel is normally associated with VHF C and HF C

Which statement about the VHF radios is true? - VHF L is configured for voice communication only.

FLIGHT SAFETY EXAM (AIRBUS)

At the gate, a red light flashes under the door window when: engines are stopped, slide is disarmed and cabin is pressurized

Emergency lighting using the integral batteries will provide lighting for 12 min

Evacuation command button at the forward flight attendant position: can only be activated, provided the cockpit switch at the CAPT and PURS position

In the passenger oxygen system, a generator, once activated, delivers oxygen for 15 minutes same distribution to each mask

How do you cancel ON VOICE green light? By depressing again teh ON VOICE pb

How many escape ropes are in the cockpit? 2 escape ropes - 1 over each window they can be used through the left of right window

If a slide fails to inflate automatically: b or c

If RMP 1 fails the crew can only use RMP2: by switching off RMP1, then using RMP2

In case of dual FMGC failure, selection of radio navigation frequencies is possible with RMP 1 and 2 only

Is the alert active when the command pb on the EVAC purser panel is pressed? Yes, provided the cockpit EVAC switch in the CAPT and PURS position.

The aircraft is fitted with emergency evacuation slides at: the 4 entry doors and the overwing exits

The cockpit door: normally opens into the cockpit but can be forced open in either direction

The fasten seat belt, no smoking and exit signs illuminate: the appropriate switches are ON and / or excessive cabin altitude is detected

What happens when the mask is used with the selector at 100% position? Mask is supplied with undiluted oxygen on demand

What is the function of the RESET pb on the ACP? To cancel any lighted calls

When opened in an emergency the passenger entry doors: are pneumatically assisted into the open position

When using the oxy mask of boom headset, if the INT/RAD key is set to INT. Will interphone background noise be heard when using the sidestick PTT for radio transmissions? No

Where are the cockpit EVAC signals command pb switches installed? On the overhead panel and purser station

Where are the EVAC signals located? In the cockpit and next to forward left and aft left cabin door

With the switch in the arm position, emergency lighting is provided when: AC Bus 1 or DC Shed Essential Bus fails

FOM

A circling approach may only be commenced if the ground reported weather conditions (ceiling and visibility) are equal to, or better than the Circling Approach minima Instrument Circling Approaches

A flight crewmember assigned to perform pilot tasks during cruising phase to allow the PIC or co-pilot to obtain planned rest is termed _____ Cruise Relief Pilot

A flight which was scheduled below maximum flight duty limitations and affected by unforeseen operational circumstances such as adverse weather conditions, diversion, aircraft mechanical delay, air traffic control delay, etc., may be extended beyond the maximum duty time by: 2 hours Domestic, 3 hours International

A means for recording each journey and the maintenance history of the airplane, and is also used for recording operating information relevant to flight safety is the _____ - Airplane Maintenance Log

A passenger two years and above but less than 12 years of age is classified as _____: a Child

A suitably qualified pilot, who is aged between 60 and 65, may be a member of a flight crew provided there is only one such qualified crewmember within the crew complement - True

A vertical deviation from the correct flight level due to an ATC-Pilot loop error or an incorrect clearance is called _____ - Operational Error

After complying with all government requirements, ashes in urns may be allowed for air transport in _____ - Carry-on luggage

All fixed (temporary or permanent) and mobile objects (man-made or natural), or parts thereof, that protrude above the defined climb surface of aircraft in flight is _____ - An Obstacle

All time spent by a flight crew in an aircraft as an assigned flight crewmember or relief flight crewmember, whether resting or performing tasks is considered: Duty Aloft

Any period of time on the ground during which a flight crewmember is relieved of all duties by the operator is referred to as: Rest Period

Bird strikes should be recorded in the _____ - Aircraft Mainternance Log

By definition, this is the elapse time, using coordinated universal time or local time that begins at midnight and ends 24 hours later at the next midnight: - Calendar Day

Carriage of passenger may be refused_____ All of the above.

Flights where an airplane is flown from the manufacturer's facility to the company's home base or vice versa is called a _____ Delivery Flight

For determining whether a point on the route is beyond _____ to an en-route alternate, an approved all-engine-operative (AEO) speed should be selected 60 minutes

Generic terms referring to airspace, route(s), procedures where minimum navigation performance requirements (RNP) have been established - RNP Airspace

If a sick passenger is determined to be in need of medical assistance upon landing at airport of the planned destination, this is categorized under - Sick passenger category 1

If two destination alternates are required, the alternate fuel should be sufficient to proceed to the alternate that requires the _____of alternate fuel - greater amount

In an emergency situation that requires immediate decision and action, the PIC may: b & c are correct

In case of aircraft accident or serious incident, who is authorized to speak to the media? The PAL Corporate Communication Department

In case of aircraft accidents, who assumes the jurisdiction over an investigation? - state where the accident took place

In case of serious illness on board where a sick passenger needs immediate medical assistance, the PIC shall take into consideration All of the above

It lists all the safety-related items for which flights are permitted even if the items are inoperative at the time of departure Minimum Equipment List (MEL)

In time system, universal coordinated time (UTC/Z) shall be used in all company and ATC communication: True

It is used for recording each journey and the maintenance history of the airplane, thereby providing a means of transferring information to crewmembers about previous flights in order to ensure continued flight safety - Airplane Maintenance Log

Logo lights should be switched on at any time the aircraft electrical buses are powered during night hours below_____ 10,000 ft

No pilot may take-off in weather conditions below the appropriate landing minima unless he has completed the approved reduced visibility take-off training in the previous _____ - Six (6) months

The additional flight crewmembers required in order to extend the duty period of the flight crew is referred to as Augmented Flight Crew

The company may dry lease out an airplane for the purpose of commercial air transportation to any operator of a State which is in signatory of : - The Chicago Convention

The fuel expected to be used prior to take-off, including engine start, taxi and APU consumption will be based on the statistical taxi time, defined taxi fuel flow, and 30 minutes APU operation. This is reffered to as the _____. - taxi fuel

The lowest altitude which will provide safe terrain clearance at a given place Lowest Safe Altitude

The term describes a severe downward rush of air and its outburst of damaging winds onto or near the ground - Downburst

The total time from the moment an airplane first moves for the purpose of taking off until the moment it finally comes to rest as the end of the flight is the total: - Flight Time

The total weight of passengers, baggage and cargo, including any non-revenue loads is referred to as the _____. Traffic Load

The training/qualification records of other Flight Operations personnel for whom an approved training program is required (201 File) shall be kept by their respective sub-department/ division head - Until 12 months employee separation from PAL

This is the maximum permissible weight of an airplane with no usable fuel Maximum Zero Fuel Weight

Transition level is displayed on the Jeppesen charts in_____ - Both Meter and Feet

Who will authorize one-engine-inoperative ferry flight: a and b are correct (PAL Director of Operations & SAVP Aircraft Engineering)

What is the “Code” for passengers who can ascend / descend steps and make their own way to / from their cabin seats but cannot walk long distances. WCHR

What is the “Code” for passengers who CANNOT ascend / descend steps but can make their own way slowly to / from their cabin seats - WCHS

What is the official language used for all operations? English

What is the standard weight allowance for international and any flights involving at least two nights away from home base - 105KGs

When safety violations by ground service personnel occur (e.g. opening of cargo doors with engines running, ramp maneuvering traffic violations, missue or ground support equipment, etc.), who will assume the principal role in any investigation and follow-up? The Airport Operations Department

Whenever a flight crewmember in a field reserve is given a flight duty, a replacement field reserve will only occur if the remaining reserve duty period is More than 2 hours

HOT WEATHER OPERATIONS

Air density decreases with: (Choose all that apply) b) altitude increase c) humidity increase d) barometric pressure decrease

An increased flap selection for the approach procedure will result in a _____ approach speed and _____ the amount of braking required. – lower, reduce

As density altitude increases, the true airspeed of an aircraft will be _____ indicated airspeed during takeoff and landing. – higher than

Choose the correct statement. – True airspeed increases 2% per thousand feet of altitude in relation to indicated airspeed.

Complete the statement: As temperature increases, density altitude _____ and aircraft performance _____. -- Increases , decreases

Density altitude for a given location is calculated based on: (Choose all that apply) – b) temperature d) pressure

During quick turnaround, the energy absorbed by the brakes in after each landing is: -- cumulative

Following a low speed rejected takeoff your flight taxis back to the gate for maintenance action. After a short delay including the maintenance rectification you push back for departure, the brakes are still very warm but within limits. What are some considerations for keeping the

brakes cool? Choose all that apply. – a) Taxi single engine, if possible b) Apply short deliberate brake applications d) keep the landing gear extended after takeoff

Go Around performance may be affected by high density altitude airports. To mitigate the effects, crews should consider: (choose all that apply) – c) plan the approach and landing with reduced flap settings d) turn the air conditioning packs off or run the packs off of the APU

High density altitudes affect performance as follows: (statement) – true airspeed increases requiring more thrust on takeoff and more braking on landing

Low density air (high density altitude) causes: (choose all that apply) -- b) takeoff distances are increased c) shallower take off climb performance

The energy required to accelerate or decelerate an aircraft under high density altitude conditions is: -- exponentially proportional to the increase in airspeed required.

— proportional to the square of the speed

To fulfill an ATC request, you are now near the maximum recommended flight level. (statement) -- This is a concern because you are currently below the maximum altitude but the flight path will take you into warmer air and you may need to descend again before crossing the boundary layer

To fulfill an ATC request, you are now near the maximum recommended flight level. (Choose the correct statement). — This is a concern because even though you are currently below the maximum altitude if the flight path will take you into warmer air the maximum cruise altitude may be reduced. The airplane may not have sufficient thrust to maintain the necessary airspeed.

To minimize brake temperatures after landing and taxiing to the gate: (choose all that apply) -- a) select longer runways and use lower brake settings b) consider single engine taxiing

To promote maximum cooling inside the aircraft, which of the following actions should be considered? -- All of the

options

When Operating under conditions of low air density, the following will occur: -- All of the options

Which of the following factors will not contribute to increased brake temperature during taxi in in hot weather operations? -- Headwind

1. Which of the following factors will aid in cabin and flight deck cooling when parked in hot atmospheric conditions? Choose all that apply -- b) Turning off all unnecessary electrical equipment d) Extend all window shades and open all gaspers

Which of the following statements are true? -- Consideration should be given to wind direction when starting engines

You have planned a high flap, low auto brake landing to a high density airport. While landing the aircraft floats and lands beyond the normal touchdown zone. Runway length remaining is not a factor however, you elect to disengage the auto brake and aggressively add manual braking to slow for the “normal” exit point. You can expect: -- the brakes to be abnormally hot

ILS PRM

1. A "blundering" aircraft begins to stray from its localize but has not entered the NTZ. There is an aircraft on the adjacent ILS. The monitor controller has issued a warning to the "blundering" aircraft. -

A descending breakout instruction will only be given if there are no other options available. The ‘descend to’ altitude may be below the minimum vectoring altitude at the controllers discretion - False

A primary tower controller and a monitor controller are assigned to each runway. Which of the following statements are true - The primary and monitor controller will transmit on both frequencies. The flight crew must monitor both approach frequencies but only transmit on the tower frequency

The volume levels should be set to approximately the same levels on both radios, so that the flight crew will be able to hear transmissions on at least one freq if the other is blocked

As you approach the airport, you determine that you only have one operative communications receiver and that your ILS glidepath receiver is not working - PRM (SOIA)You cannot execute the ILS/PRM approach

Breakouts can be flown with or without the automation provided the aircraft can be maneuvered quickly - False

Breakout procedures require ___ missed approach procedure for the runway in use - a different

During an LDA/PRM approach past LDA minimums, the LDA aircraft can assume that ATC will retain responsibility for - None of the options

During ILS/PRM approaches, both aircraft are flown normally to ILS minimums and - visual contact with the adjacent traffic is not a requirement.

During LDA/PRM (SOIA) approaches, the LDA aircraft may be paired with an adjacent ‘ILS’ aircraft - Visual contact with the adjacent aircraft is a requirement to continue the approach past the LDA MAP. The LDA aircraft must call ‘TRAFFIC IN SIGHT’ and ensure that the ILS aircraft and runway will remain in sight

During LDA/PRM (SOIA) approaches, the LDA aircraft may be paired with an adjacent ‘ILS’ aircraft. The LDA aircraft has visual contact with the paired aircraft and runway before the MAP point - The LDA aircraft shall broadcast ‘traffic in sight’ at the MAP point and then maneuver to align with the runway. The tower controller is not obligated to acknowledge the broadcast

For airports conducting ILS/PRM approaches to one runway and LDA/PRM approaches to a parallel runway (SOIA), the No Transgression Zone (NTZ) ends 0.5 miles beyond the end of the runway - False

Following the monitor controller’s turn instruction while complying with a TCAS RA - is required for lateral or turning instructions

If your flights GPWS warning is triggered after an ATC descending breakout instruction - The GPWS warning must be respected since you have likely descended at a greater rate than expected by ATC and risk a CFIT

If ATC advises the aircraft conducting the LDA PRM approach that there is traffic on the adjacent ILS, the LDA aircraft can proceed past the LDA MAP for a landing if - The ILS traffic is visually acquired and reported ‘TRAFFIC IN SIGHT’ to ATC, and the runway environment is in sight

In a SOIA procedure (simultaneous ILS PRM and LDA PRM approaches), the course separation rather than the runway separation - Meets FAA criteria for closely spaced (PRM) approaches

In preparation for PRM approaches - Pilots shall ensure that all crew members have been adequately trained, the aircraft meets the minimum requirements for conducting the approach and should brief the PRM approach charts including the ‘Attention All Users’ page

- Pilots may fly the ILS PRM approach - By hand or by using the autopilot, but the breakout must always be hand-flown (unverified)

To land at an airport where PRM approaches are being conducted - ATC must be made aware of a crews inability to participate in PRM approaches well in advance and in accordance with local procedures

Prior to conducting a PRM approach - (multiple answers) Flight crew must ensure that the aircraft has no operational restrictions or Minimum Equipment List (MEL) items preventing the approach. Determine whether all members of the flight crew are qualified to fly the approach. During the briefing, refer to the ‘Attention All Users’ Page (AAUP) for the ILS/PRM approach charts

The SOIA LDA/PRM procedure can be thought of as - An instrument approach with a visual segment

When conducting closely spaced PRM approaches, the secondary monitor controlfrequency is - used by the pilot to monitor ATC.

- When conducting SOIA simultaneous ILS PRM and LDA PRM approaches, aircraft are paired. Prior to reaching the LDA MAP the aircraft conducting the LDA PRM approach will always be positioned by ATC - To the rear of the ILS aircraft

When issued by ATC, all ‘BREAKOUT’ procedures must be hand-flown - True

LNAV-VNAV Minima

Changes in RNP value must occur at a fix - True

RNP APCH is only authorized with GNSS updating - false

RNP approaches with LNAV or LNAV/VNAV minima are based on - barometric altitude information

The approach plate lists only LNAV minima, therefore the crew must not use advisory vertical guidance - false

When the operation is predicate on the availability of ABAS, the pilot should perform a new RAIM availability check if the ETA is more than __ minutes different from the ETA used during the preflight planning -

Long Range Navigation

During the pre-flight inspection, aircraft ___ must be properly synchronized and check
- clocks

Flight crew can expect to receive a Mach number assignment as part of their oceanic clearance when operating in NAT High Level Airspace (NAT HLA)
- True

For the westbound Organized Track System (OTS), the northernmost track is labeled 'A'
- True

If an aircraft is unable to continue its flight in accordance with its ATC clearance - a revised clearance should be obtained whenever possible and prior to initiating any action

In the North Atlantic (NAT), High Frequency (HF) air-ground voice communication is between pilots and ___ - aeradio operators

On initial High Frequency (HF) contact with an aeradio station, pilots will be advised of ___ HF radio frequencies - primary and secondary

On the NAT HLA, should HF communication capability be degraded or lost, the crew should - all of the options

PBCS Lateral Seperation Standard in Gander Oceanic is - 23nm

RNP 4 accuracy is accomplished similar to that for RNP 10, although constant GPS updating is required - True

The ASEPS Tria seperation minima will provide __ nm longitudinal seperation for aircraft on the same track or intersecting tracks provided the relative angle between the tracks is less than 45 - 14

The Track Message Identification (TMI) number can be found in the North Atlantic Organized Track System (NAT OTS) message - True'

To meet the requirement for lateral and longitudinal navigation accuacy under MNPS and PBN certification, aircraft must be equipped with one fully serviceable Long Range Navigation Systems (LRNS) - False

Westbound North Atlantic Organized Track System (NAT OTS) is created and coordinated by Gander - False

When using High Frequency (HF) radio, a ___ signal is less susceptible to interference from atmospheric disturbances - single sideband

LPV Minima

LPs are precision approaches with ABAS lateral guidance - False

LVOP/Low Visibility Operations

A missed approach must be initiated when any of the following conditions exists: Both

A Low Visibility Operations Plan (LVOP) is activated by the airport operator when visibility is reduced below - specified limits

Airport certification requires runways to be equipped as follows: Runway markings, RVR installations & Runway centerline lighting, High Intensity Lighting (multiple answers)

All CAT II approach must be conducted in accordance with _____, irrespective of actual weather conditions and wether operational or simulated. - LVO

An Alert Height is applicable to: CAT III ILS hi approaches.

An aerodrome shall not be designated as a takeoff alternate, unless, according to appropriate weather reports indicate that _____, the weather conditions will be at or above the applicable weather minima.
-both

An autoland is ___ for a CAT II approach. - Recommended

An autoland is ___ for a CAT III approach - Mandatory

Anytime a simulated autoland is conducted by the crew in an unprotected environment, it will engender ___ risk than one conducted when low visibility procedures are in force. - significantly more

Checklist should be accomplished when the aircraft is _____ Stopped

Consider extra fuel for possible approach delay. - Yes

For CAT II and CAT III approaches with a DH, the conditions required at DH are - Visual references should be adequate to monitor the continued approach and landing, Flight path should be acceptable (multiple answers)

For CAT II, visual reference required to contain at least,___ consecutive lights. - three

For CAT IIIB, the visual reference must be at least ___ centerline light. - one

ICAO recommends that no fixed obstacles or objects, other than visual aids, are installed on the runway strip, within _____ of the runway centerline - 200ft (60m)

If a lower t/o minimum is approved, a ___ airport must be available for use. - takeoff alternate

If an equipment failure occurs in one of the redundant parts of the Automatic Landing system during the approach above the Alert Height - A missed approach must be conducted

If the required visual reference is lost after passing the DH on a CAT II approach before touchdown, _____-conduct a missed approach

If the required visual reference is lost after passing the DH on a CAT II approach after touchdown, _____-continue the landing

If the visual references are lost after touchdown: - the rollout should be continued with the autopilot in ROLLOUT mode.

In most jurisdictions, DH is determined by - Height as measured by Radio Altimeter

___ is the height above the runway, based on the characteristics of the airplane and it’s fail operational automatic landing system, above w/c a CAT III approach would be discontinued and a missed 4approach initiated if a failure occurred in one of the redundant parts of the automatic landing system, or in the relevant ground equipment. - Alert Height

___is the wheel height above the runway elevation by w/c a go-around must be initiated unless adequate visual reference has been established. - Decision Height

Low visibility operation's prerequisites require pilot training, aircraft certification (and) - Operator must have approval by its' regulating authority, by any other foreign regulating authority where it is conducting low visibility operations and the airport must be certified

Low visibility operations procedures are generally put into force at aerodromes authorized for ____ operations when RVR falls below 400m and/or cloud base falls below 200ft. - CAT II and III

Low visibility operations requires pilot training in the following fashion - The flight crew must be trained and qualified in accordance with company and regulatory requirements for low visibility operations

No PIC may commence takeoff when the RVR, or cloud ceiling, where required, is ____ the minima specified for takeoff: below

On CAT III approaches with no Decision Height, the landing roll must be continued if a loss of Required Visual Reference occurs after touch down - True

Pilots are permitted to cross over the red stop bar lights once a clearance onto the runway has been received - False

Practice of autoland at all Philippine Domestic ILS-equipped airport is _____. - not permitted

Prior to take-off, the flight crew must positively identify the assigned runway. This can be accomplished by referring to - All of the options

Runway centerline light colours are - White, then alternating red and white, then solid red

_____ is the elevation of the highest point in the touchdown zone.
-Runway Elevation

Set autobrake _____

-as required

Taxi speed should be _____ than normal. - slower

The aircraft is stopped at the CAT II/III hold line on the taxiway. Clearance to line up has been received. The crew: - must not cross the hold line if the red stop bar lights are illuminated.

The airport marker(s) located on taxiways where the taxi way enters a NAVAID critical area or where aircraft on the taxiway would violate ILS approach airspace (including POFZ) - A & B (multiple answers)

The hierarchy for take-off visibility includes - All of the options

The minimum required equipment needed for low visibility approaches are listed in - FCOM/AOM and Minimum Equipment List

The take-off alternate must be within a distance that can be flown in 60 min at the - One-engine inoperative cruise speed

Transmissometer systems are located to provide Runway Visual Range (RVR) measurements on these sections of a runway - Touchdown Zone (TDZ), Runway Mid-Portion (MID), Rollout Portion or Stop End (RO)

What concept is used when taxiing in low visibility conditions? Be seen Concept

When 3 transmissometers are installed, rollout ___ - provides advisory information

When 3 transmissometers are installed, touchdown and midpoint are _____
-controlling

MNPS/PBN Gander Oceanic/NORTH ATLANTIC and High Level Airspace

Aircraft and flight crews that have been certified for NAT HLA operations are considered certified for CMNPS operation. - TRUE

CPDLC, FANS 1/A and ADS-C are not required for operations on PBCS Tracks using 50 nm separation. - FALSE

During the pre flight inspection, aircraft ____ must be properly synchronized and check - clocks

Flight crew can expect to receive a Mach numbern assignment as part of their oceanic clearance when operating in NAT High Level Airspace (NAT HLA) - True

For a North Atlantic (NAT) flight that passes North of 70N longitude, position reports are normally requ ired when passing each ___ of longitude - 20

For High Frequency (HF) radio transmissions, as a rule of thumb, when a choice of frequencies is possible, HFs should be used when the sun is higher - TRUE

For some FMS systems, the input of waypoints containing whole degrees of latitude and waypoints containing half-degrees of latitude may result in identical 7-character FMC and waypoint map displays - True

For the westbound Organized Track System (OTS), the northernmost track is labeled ‘A’ - True

HF radio transmission range is affected by time of day and frequency of use. As a rule of thumb, when a choice of frequencies is possible, ‘higher frequencies should be used when the sun is higher’. TRUE

If an aircraft is unable to continue its flight in accordance with its ATC clearance - a revised clearance should be obtained whenever possible and prior to initiating any action

If an aircraft is unable to continue its flight in accordance with its ATC clearance, and prior re-clearance cannot be obtained, the crew shall leave the cleared route or track by turning at least ____ right and maintain a parallel route offset of ____nm - 30/5

If an estimate in a previous position report varies by 3 mins or more, a revised estimate is required. - True

In the North Atlantic (NAT) , High Frequency (HF) air ground voice communication is between pilots and _____. - aeradio operators

In the NAT HLA, should HF communications capability be degraded or lost, the crew should - All of the options

Normal lateral separation in the NAT HLA is 60 NM - TRUE

On initial High Frequency (HF) contact with an aeradio station, pilots will be advised of _____ HF radio frequencies. - primary and secondary

PBCS Lateral Separation Standard in Gander Oceanic is - 23nm

RNP 4 accuracy is accomplished similar to that for RNP 10, although constant GPS updating is require - True

RNP 4 requires constant GPS updating as well as CPDLC and ADS - True

RNP 10 allows ATC to reduce lateral and longitudinal separation between flights to 30 NM. - FALSE

The Track Message Identification (TMI) number can be found in the North Atlantic Organized Track System (NAT OTS) message - True

This ASEPS Trial separation will provide nm longitudinal separation for aircraft on same-track or intersecting tracks provided the relative angle between the tracks less than 45. - 14

To meet the requirement for lateral and longitudinal navigation accuracy under MNPS and PBN certification, aircraft must be equipped with one fully serviceable Long Range Navigation Systems (LRNS) - False

To operate in NAT MNPSA, both aircraft and flight crew must be certified by the State of Registry or the State of the Operator - True

Use of the North Atlantic Organized Track System (NAT OTS) routes is mandatory for all aircraft - False

Westbound North Atlantic Organized Track System (NAT OTS) is created and coordinated by Gander - False

When aircraft are out of Very High Frequency (VHF) range of a station, VHF receivers should be set to ____ MHz frequencies - 121.5 and 123.45

When conducting RNP 4 operations in PBCS airspace, the following surveillance and communication requirements must be met: RCP 240 / RSP 180

When using High Frequency (HF) radio, a ____ signal is less susceptible to interference from atmospheric disturbances. - Single Side Band

POLAR OPERATIONS

A pre-departure fuel analysis should be conducted for polar operations: (choose all applicable options). - when using Jet A for flight operations in polar regions, when using Jet A1 if any portion of the flight will be conducted in regions where the SAT is -65°C for 90 min or more.

A recovery plan is part of the ASOA. The recovery must he effected within: 48 hrs

All operations require regulatory approval prior to commencing polar flight operations. – true

Aircraft fuel systems can become impeded by water crystals in the fuel. – false

Areas of magnetic unreliability include - all of the options

As compared to water, the freeze point of jet fuel is: -- Lower

Automatic Direction Finder (ADF) will always point in the direction of the radio station regardless of whether True or Magnetic is selected - True

Check the body of the Operational Flight Plan (OFP) for areas where temperature are at or below _ C. Flight for more than _ min at low temperatures will require a fuel freeze analysis. -65, 90

statement about jet fuel freeze: -- Jet fuel hydrocarbons freeze at different temperatures causing hydrocarbons with the highest freezing point will solidify first

Convert this Russian station's forecast visibility into statute miles. (nsk ft 241051 taf 241051z 241212 15007g12mps 3000 drsn sn ovc070 530003 tempo) - 1.5sm

Convert this Russian station's forecast wind speed into kt. (nsk ft 241051 taf 241051z 241212 15007g12mps 3000 drsn sn ovc070 530003 tempo) -14 kt gusting to 24kt

Diversions into airports in cold weather will require altitude corrections on the approach when the temperature at the airport is below ____C and in some jurisdictions, below ____C. -- -15C and 0C

Diversion to alternate airfields may in some cases require the use of ___ altimetry - QFE

Flights that track directly over the North Pole: (choose all applicable options). - may result in anomalous autopilot behavior, will not be approved by ATC

Fuel Temperature can be raised by flying at a higher mach number - True

If an emergency descent is required in Chinese RVSM airspace with no ATC contact, the aircraft should leave its assigned route or track by initially turning ____ to the ___. Establish a ____ offset from the assigned route, descend to the new level and then return to the original track - 30, right, 5nm

If an emergency descent is required in Russian airspace, and in contact with ATC, the pilot must await ATC clearance before descending to a new flight level. - False

Jet A has a lower freeze and pour point than Jet A1 but its actual value is dependent on source of refinement. – False

Polar flight operations are conducted: -- With reference to magnetic north or true north depending upon location.

Polar operation are defined as those conducted - North of 78N latitude

Polar tracks are most advantageous: - For flight from north america to asia

Position reports made on russian hf frequencies ___ be passed to the company - will not

Potential polar route diversion and alternate airports have been assessed by Boeing and the Russian authorities for - All of the options

Random routes _____ permitted in Russian or Chinese Airspace. – are not

Russian HF position report communications will automatically be passed on to the company - False

Regulatory approval to fly over a Polar Route requires the operator to do which of the following - Submit a recovery plan, ensure flight crews and dispatchers are appropriately trained and demonstrate capability during a validation flight

Satellite Communications (SATCOM) may not be available on some polar routes north of 82N. – True

Solar radiation storms accelerate charged particle at the earth which have an impact on satellites, aviation communication and the human body. Which of these factors determines the level of exposure to this radiation - All of the options

The flight levels are the same in Russia, Mongolia, North Korea and the People's Republic of China. -- False

The fuel pour point is typically - 4° to 16° above the freeze point

The fuel pour point is typically - 4 to 16 degrees below the freeze point

The pumpability limit for fuel is - The point at which most aircraft fuel pumps are no longer effective

The usual method of warming Low Fuel Temperatures is - descending

There are no MEL items relating to Polar Operations - False

With regard to jet fuel, the Cloud Point is defined as: -- The temperature that water freezes in fuel which is usually 2C above the freeze point

With regard to jet fuel, the Freeze Point is defined as - The temperature at which the hydrocarbons begin to solidify and is dependent on the type of fuel, source and refinement process

With regard to jet fuel, the Pour Point is defined as: -- The temperature at which the fuel begins to form into a semi-solid state

VOR radials are always correctly displayed regardless of the heading reference selection (True or Magnetic). -- False

You are 18nm from the ABC VOR. You are asked for the distance in kilometers. The response is - 36km

RNP/PBN — RNP AR RNAV

A-RNP operation relies on: – the integrity of the RNP system

A-RNP operation relies on the integrity of the RNP system as well as conventional means of navigation, such as VOR or NDB. - False

Advanced RNP (A-RNP) is an application of the RNP Navigation Specification that - provides a means to more easily and efficiently grant approvals for more than one RNP Navigation Specification

An RNAV STAR 1 retrieved from the FMS database may not be modified unless in response to ATC clearances - True

An RNAV value of 1, with no on-board monitoring, is suitable for: terminal airspace, enroute airspace

An RNP APCH with LPV minima listed to flown to a - Decision altitude (DA)

An RNP AR approach is planned to an airport with only a remote altimeter setting available from a station 10nm away. The approach may be conducted as planned - false

At what point must the flight crew verify that GPS updating is available for the desired RNP AR procedure? - Prior to conducting the approach

An aircraft approved for an RNP specification is automatically approved for all RNAV specifications - False

An aircraft approved for RNP or RNAV specification having a stringent accuracy requirement (e.g. RNP 0.3 specification) is not automatically for a navigation specification having a less stringent accuracy requirement (e.g. RNP 4) - True

An airspace concept describes: the intended operations within an airspace

An RNP AR approach is planned to an airport with only a remote altimeter setting available from a station 10 nm away. The approach may be conducted as planned. No

B-RNAV P-RNAV, and RNP 10 - are older designations which do not meet the pure definition of RNAV or RNP Navigation Specifications but will remain in use

Changes in RNP value must occur at a fix -- True

Cleared for and flying an RNAV 2 SID: A fly-over waypoint may not be changed to fly-by

Concerning Total System Error, the differbetween the centerline of the route of flight programmed in the navigation system and the true position of the aircraft is: lateral error

Fault Detection and Exclusion: - is a RAIM feature that uses a minimum of six satellites to not only detect a possible faulty satellite, but to exclude it from the navigation solution so the navigation function can continue without interruption.

Flights authorized to operate using an RNP Navigation Specification require on board predictive RAIM - True

For an approach using RNP, the RNP value: - is supplied automatically by the FMC

For an approach listing only LNAV minima: Advisory only vertical guidance is permitted to a barometric minimum (MDA)

erations: GNSS operations may not be permitted in some states

For RNP 1 when using GNSS, the signal must be acquired: - before the take-off roll commences.

Flying on RNAV 2 route, the pilot may create a new waypoint using latitude and longitude - False

If RNP is lost prior to entering the Oceanic Control Area (OCA), the flight crew - must advise ATC as soon as practicable, and obtain a re-clearance to remain outside PBN airspace, must either land at a suitable aerodrome prior to the boundary or return to the aerodrome of departure.

If there is a loss of RNP APCH capability, the pilots must: A and C only

If obstacles and terrain allow, the standard RNP _____ line of minima will always be developed. - 0.3nm

If on a procedure or airway that has an RNP requirement and does not have an RNP value stored in the navigation database: - the crew may make manual entry into the FMS.

If the aircraft RNAV system does not provide holding functionality, after receiving an RNAV holding clearance, the pilot must - manually fly the RNAV holding pattern

In the event of an RNP AR missed approach, lateral flight guidance must remain in ____ to ensure continuous track guidance during a RF LEG. – LNAV

If there is a loss of RNP APCH capability, the pilots must - A and C only

In relation to RNP, FTE stands for - Flight Technical Error

Is GNSS always required to meet the RNAV specification - No

Once and RNP AR procedure has been retrieved, flight crew will not be permitted to add or remove waypoints. true

LP approaches - are non-precision approaches with SBAS lateral guidance

LP approaches: Are non-precision approaches with SBAS lateral guidance

On-board Performance Monitoring and alerting ensues - All of the options
.
On-board performance monitoring is concerned with the performance of the entire navigation system supporting the particular Navigation Specification in use - True

Once an RNP AR procedure has been retrieved, flight crew will not be permitted to add or remove waypoints. - True

Once pilot training for RNP AR has been completed by the Operator, RNP AR approaches may be conducted - False

Pilots and operators must ensure that the flight plan filed with ATS contains the proper suffix for operation in performance airspace - True

Prior to the FAF, if the aircraft is no longer capable of utilizing LPV/LP minima, the crew may - All the above (or) all of the options

RAIM with Fault Detection and Exclusion (FDE) is a requirement for flights in RBN Airspace: if GPS is the only long-range system on-board

Regarding PBN concepts for oceanic and remote continental airspace, which of the following is supported - RNP 4

Required Navigation Performance may be used for - All of the options

RNAV 1 and 2 SID or STAR routings - must be retrievable by route name from the on-board navigation database and conform to the charted route

RNAV operations meeting prescribed accuracy tolerances still require the use of ground based navigational sysation systems - False

RNP approaches with LNAV/VNAV minima are based on: barometric attitude information

RNP approaches with LNAV or LNAV/VNAV minima are based on - barometric altitude information

RNP AR approaches require the use of a radar altimeter VNAV system. - False

RNP AR approaches require the use of a barometric altimeter Vertical Navigation (VNAV) system that is eqquipped with - all the options

RNAV 10 applications are: reserved for oceanic and remote areas

RNAV 5 is : (choose all applicable answers) -- a) is equivalent to RNP 5 in the Middle East c) is currently designated as B-RNAV in Europe

RNAV 5 may be used for - enroute navigation

RNAV can be defined as a method of navigation that permits aircraft operation on any desired course (choose all applicable answers): -- b) within the limits of a self-contained system capability c) within the coverage of station-referenced navigation signals

RNP AR approach procedures will be identified by the title - RNAV (RNP)
P AR is an enroute navigation specification - False

RNP AR operations are only permitted during approach procedures - False

RNP is now considered a Navigation Specification and differs from the RNAV Navigation Specification only in terms of the requirement for RNAV to have a method of

alerting the crews if performance degrades beyond the bounds of the particular RNAV value - False

RNP APCH is only authorized with GNSS updating - False

The acceptable Total System Error - is based on the airspace requirements and associated phase of flight

The approach plate lists only LNAV minima, therefore the crew must not use advisory vertical guidance - False

The crew sees an RNP and an ANP value displayed on the navigation displays. This includes: the aircraft is not necessarily RNP qualified.

The following are specific requirements for RNP APCH: -- None of the above (or) none of the options

The loss of RNAV capability need not be reported to ATC - false

The motivation for development of Performance Based Navigation is to - reduce air traffic congestion

The P-RNAV navigation specification: – Does not satisfy the full requirements of the RNAV1 specification.

The P-RNAV navigation specification satisfies the full requirement of the RNAV 1 navigation: false

The PBN concept requires system performance requirements for - enroute airspace, approach airspace

The required RNP value for the RNP AR approach procedure will be published - above the decision altitude

The RNAV 1 and 2 specification is applicable to Instrument Approach Procedures (IAPs) up to the Missed Approach Point (MAP) - False

The RNP AR approach is an enhanced concept of RNP which allows for the following: -- the ability to fly curved flight paths after the Final Approach Fix

The RNP AR approach must be discontinued if, at anytime during the procedure, the vertical deviation exceeds +- ____ ft during the final approach segment - 75

The RNP AR concept is not suitable for engine-out missed approach procedures - False

The RNAV specification is based on area navigation that requires on-board performance monitoring and alerting - False

Transitioning to a leg with lower RNP value: - The change must occur at a fix.

Traditional RAIM requires that the following number of satellites with satisfactory geometry be available - 5

“Supports reduced lateral and longitudinal separation minimum and enchanted operation efficiency in oceanic and remote areas where availability of navigation aids is limited.” This describes RNP: - 10

Unless otherwise indicated on the approach chart, the standard RNP value for a missed approach procedure is - 1.0 nm

What is the navigation system performance requirement for RNP 10? 10 nm

When a manual RNP entry into the Flight Management System is made because the airplane is on a procedure or airway that has a Navigation Specification requirement and does not have an RNP value stored in the navigation database - Actual Navigation Performance will available

When assigned a heading taking the aircraft off the RNAV route, the specified accuracy requirement does not apply - True

When flying an RNP 2 route, pilots are not permitted to create new waypoints by manual entry of latitude and longitude - True

When the operation is predicated on the availability of ABAS, the pilot should perform a new RAIM availability check if the ETA is more than _____ minutes different from the ETA used during the preflight planning. -- 15

When using GPS as the primary means of navigation the FMS is inhibited from automatically tuning and monitoring ground-based Navigation Aids along the route of the flight - false

When using Required Navigation Performance for a flight, the departure RNP value will be the same as that for cruise- False

Which of the following is a component of Total System Error? -- Flight Technical Error

Which of the following navigation sensors meet RNAV 1 performance requirements? -- DME/DME

Which Navigation Specification requires on-board fault monitoring and alerting - RNP

With no on-board monitoring, the RNAV value is limited to a value of not less than 1 nm - True

With GPS as the only long-range navigation system on-board - a Fault Detection and Exclusion program is mandatory

While on an RNAV route, the ATS issues a heading clearance. The pilot should - modify the FMS accordingly when clearance to rejoin the route is received

With respect to operations in PBN airspace - all of the options

With the recent changes in Performance Based Navigation RNAV: RNAV is now considered a Navigation Specification

RVSM

_____ metric RVSM airspace the flight crew can expect a level change in accordance with transition procedures established between adjacent FIRs. – Before leaving

An altitude deviation occurs when an aircraft fails to fly at a level to which it has been cleared, regardless of whether an actual loss of separation for other aircraft occurs. – True

Due to rounding differences in the metric altitude displayed on altimeters so equipped may not necessarily correspond to the cleared Flight Level in meters. This difference should be less than _____. – 30m

High rates of climb or descent towards a level off altitude may trigger a TCAS RA. Therefore, with about 1,500 ft to go to a cleared flight level, vertical speed should be reduced to a maximum of _____ ft per min. – 1,500

In the case of one primary altimeter failure, crews will descend out of RVSM airspace if operationally capable. – False

In RVSM airspace, RVSM certified aircraft will be given priority for altitude assignment over non_RVSM aircraft. – True

Non-RVSM aircraft requiring a climb or descent through RVSM airspace must do so in accordance with _____ Climb/Descent procedures. - normal

On the ICAO standard Flight Plan, what letter will be used to indicate the requested metric flight level within China RVSM airspace? – S

The Flight Level Allocation Scheme (FLAS) for metric RVSM airspace in China is in effect betw een: – 8,900 and 12,500 m

The following letter in item 10 (equipment) of the ICAO standard Flight Plan indicates that both an operator and aircraft are approved for RVSM operations. – W

This illusion gives the pilot the impression that a stationary object is moving in front of the airplane's. It is caused by staring at a fixed single point of light (ground light or star) in a totally dark and featureless background. – Autokinetic illusion

To operate in RVSM airspace, the aircraft must be equipped with a minimum of _____ altitude measurement system(s). – 2 independent

To operate within RVSM airspace, the operator must obtain operational approval from their national authority. – True

To prevent an altitude deviation while ensuring correct compliance with the ATC instructions, any altitude changes shall be verified and cross checked by both pilots. – True

Upon reaching cruising altitude, and at intervals not exceeding _____, a cross check between the 2 primary altimeters and the standby altimeter shall be conducted. – 60 min

What are the applicable flight levels for RVSM airspace? – FL290 - FL410

What is the benefit of RVSM airspace due to aircraft operating closer to their optimum altitude? – Fuel Savings

What is the minimum vertical separation between aircraft in RVSM airspace? - 1,000 ft

What is the maximum difference between primary altimeter readings in flight? – 200 ft

When must the flight crew first check to ensure altitude indications are within specified tolerances? – During flight deck preparation on the ground

Which of the following equipment must be operable to properly file for flight in RVSM airspace? Choose all that apply. – b) altitude alerter, c) altitude control, d) altitude reporting transponder

Within RVSM airspace, what is the vertical separation required between RVSM and non-RVSM approved aircraft? – 2,000 ft

SAFETY MANAGEMENT SYSTEM

A hazard is a condition, object or activity, with the potential of: (choose all applicable answers) causing damage to equipment or structures/ causing injuries to personnel

Aircraft movements over time have continued to expand rapidly, the airline accident rate: (choose all applicable answers) presently remain relatively constant/ has decreased over time

Approximately ___ of malfunctions of aircraft equipment when part of an accident or incident, relate to a maintenance error. ⅓

Effective risk management tries to maximize the benefits of accepting a risk against minimizing the risk itself. True

___ is involved in looking for hazards as part of a Safety Management System(SMS) Everyone

Fatigue Risk Management Systems: are an integral part of Safety Management Systems (SMS)

Flight Data Monitoring (FDM) is a(n) ___safety program. Predictive

For the purpose of this lesson, hazards are considered: (choose all applicable answers) natural/ technical

International Civil Aviation Organization (ICAO) identifies 4 components that are essential for a Safety Management System (SMS) to operate effectively: safety policies and objectives, safety risk management, safety assurance and safety regulations. False

Performance-based regulations: provide flexibility in terms of.reaching safety goals.

Probably the most important aspect of successful Safety Management Systems (SMS) programs related to occupational health and safety is having:
Safety is all about ____hazards. Avoiding

Safety is the state in which the risk of harm to persons or property damage is reduced to and maintained at or below: an acceptable level

The Swiss Cheese Model for understanding why accidents occur is only useful after an accident. False

When considering risk severity, the category of Minor would mean: use of emergency procedures

Which of the following is a strategy for risk mitigation? All of the options

TCAS

A pilot receiving a Resolution Advisory (RA): - CAN depart from or refuse an ATC clearance to follow the Resolution Advisory (RA).

A Resolution Advisory (RA) will be generated if the Closest Point of Approach (CPA) is predicted to be: 15-35 sec

A Resolution Advisory (RA) symbol is: - A solid red square

A Traffic Advisory(TA) will be generated if the Closest Point of Approach(CPA) is predicted to be: 20-48 sec.

A solid white diamond (proximate traffic) that the intruder's relative altitude is within +/- ___ ft vertically or the distance is closer than ___ nm away. 1,200, 6

A solid yellow circle indicates: - Traffic Advisory (TA)

A vertical arrow is placed beside the traffic symbol if the intruder is climbing or descending greater than ___ ft/min - 500

An open white diamond (other traffic) indicates that the intruder's relative altitude is greater than +/- ___ ft vertically or the distance is greater than ___ nm away. 1,200, 6

Climb Resolution Advisories (RA) are inhibited when the aircraft is operating at or near its certified ceiling. True

Depending upon the Traffic Alert and Collision Avoidance Systems (TCAS) selection made, the system is able to scan for and track up to ___ other aircraft or threats - 45

For aircraft with transponders operating in Mode A only, Traffic Alert and Collision Avoidance Systems (TCAS) can only provide an approximate ____ and ___. Range, bearing

Ground Proximity Warning Systems(GPWS), Ground Collision Avoidance Systems and windshear warnings take precedence over Traffic Alert and Collision Avoidance Systems(TCAS) alerts. - TRUE

Resolution Advisory (RA) vertical orders are displayed on the: PFD

To display relative altitude, the intruder aircraft must be equipped with an operating: Mode C or S Transponder

The following indicates a Traffic Alert and Collision Avoidance System (TCAS) Traffic Advisory (TA). - False

The following indicates a: Preventive resolution advisory

The following symbol (red solid box with -10 below it) represents - The intruder has entered the warning area but is outside the range of the Traffic Alert and Collision Avoidance Systems (TCAS) display.

The following symbol (white shaded diamond) represents: - Proximate traffic

The following symbol (white shallow diamond) represents: Other traffic

The 2-digit number represents: (illustration is white diamond with -08 with upward vertical arrow) - The Relative Altitude difference, in hundreds of feet either above or below your aircraft.

The Resolution Advisory (RA) 'CLIMB, CLIMB' requires a response within 5 sec and a G-Force of 0.25 G. - True.

The Traffic Alert and Collision Avoidance Systems (TCAS) processor is programmed with specific aircraft operating limitations, such as the maximum altitude at which the aircraft can climb at _____ ft/min - 1,500

Traffic Alert and Collision Avoidance Systems (TCAS) II is a specific implementation of the Airborne Collision Avoidance Systems concept and TCAS II (version 7.0 and 7.1) are currently the only available equipment that is fully compliant with the ACAS II standards. - true

Traffic Alert and Collision Avoidance Systems (TCAS) II is a system that relies on ground-based radar systems - False

Traffic Alert and Collision Avoidance Systems (TCAS) avoidance maneuvers for up to ___ aircraft can be given simultaneously. - 3

Traffic Alert and Collision Avoidance Systems (TCAS) can track traffic not operating a transponder. - False.

Traffic Alert and Collision Avoidance Systems (TCAS) II monitors Mode C and S transponder signals, providing the range, bearing and altitude of traffic. - TRUE

What audio message is associated with this display? Maintain vertical speed, crossing maintain

When operating in a high-density traffic area, Traffic Alert and Collision Avoidance Systems (TCAS) automatically reduces the surveillance range to ___ nm, allowing a clearer presentation of potential threats. - 10

Which switch position will enable Mode A & Mode S but disable the altitude reporting? ALT RPTG OFF

With ABOVE selected on the control panel, Traffic and Collision Avoidance System (TCAS) will display traffic: 9,900 ft above to 2,700 ft below the present aircraft altitude.

With BELOW selected on the control panel, Traffic Alert and Collision Avoidance System (TCAS) will display traffic: - 2,700 ft above to 9,900 ft below the present aircraft altitude.

With the Traffic and Collision Avoidance System (TCAS) AIRSPACE switch in the ABOVE position, the altitude range will be: 2,700 ft below to 9,000 ft above the aircraft

With the Traffic and Collision Avoidance System (TCAS) AIRSPACE switch in the BELOW position, the altitude range will be: 2,700 ft above to 9,000 ft below the aircraft

With the Traffic
You are level at the assigned altitude and make visual contact with a high-performance aircraft rapidly climbing through your altitude less than a mile away. The intruder does not appear on your display. Is this normal? - Yes.

TEM Threat and Error Management (quizzes app)

A preflight briefing is an example of what TEM countermeasures - Planning

An action or inaction by the flight crew that lead to deviations from organizational or flight crew intentions or expectations - Error

Example of a threat - Weather/Turbulence/Etc

How many strategies or countermeasure are there (TEM) - 3

_____ is an error management strategy and considered the lifeblood of safe ,flight operations. It is through this that one can effectively identify and trap errors - Monitoring

One measure of the effectiveness of a flight crew's ability to manage threats - Whether the threat is detected in time for the flight crew to respond

This is the result of ineffective threat and/or error management leading to a compromised situation and reduce margins of safety in flight operations - Undesired aircraft state

This specific skill is present in ALL countermeasures related to TEM - Communication

The three lines of defense against errors are - identify, avoid, mitigate

THUNDERSTORM AVOIDANCE

A microburst is a - a descending column of air that exists within a downdraft or in isolation, are smaller and more powerful and exist only for a few minutes.

A microburst: is a short-lived downdraft

A thunderstorm begins with the formation of _____ in a deep unstable air mass. --convective cloud

Above 30,000 feet, flight crews should maintain a minimum distance of _____nm from thunderstorms -- 20

Approaching a microburst, an aircraft will experience: a small headwind increase, followed by a strong downburst of air

Following the strong microburst downdrafts, the wind can - swing 180° and become a strong tailwind

Hail within the storm cell normally occurs at altitudes - between 10,000 ft and 30,000 ft

High rain fall gradients on a radar image are good indicators of strong vertical shears. They are defined as: -- a large change in rainfall rate over a short distance

In severe storm structures, tornadoes and funnel clouds can develop. These are violent rotating columns of air, usually found: -- in the rain free tail end of a storm

In thunderstorms, the highest probability of severe icing occurs: -- just above the freezing level and extending up to altitudes with a temperature of -25C

In which thunderstorm stage will hail and lightning

occur? -- IMature

Lightning associated with thunderstorms is a hazard for flight operations: -- at all altitudes

Mesoscale convective systems are a multi cell structure that are associated with: (Choose all that apply): -- a) area type thunderstorms b) frontal systems

Microbursts are classified as ____ microbursts. – Wet or dry

Microburst are created when: a combination of downward movement of rain dragging associated air and the evaporation of some of the falling rain cooling the air mass

Precipitation marks the beginning of the ____ stage of a thunderstorm. - mature

Radar reflectivity is better when the precipitation is: -- composed of larger, wetter droplets.

Shelf clouds are a good indicator of the strength of a storm's updraft and downdrafts. They form: in the turbulent shear between updraft and downdraft

Strong winds aloft tilt thunderstorms to one side increasing the severity of the storm. These thunderstorms are indicated on radar by these type of patterns: -- asymmetric or arrow

The best measure against thunderstorm is - avoidance

The type of thunderstorms created by these lifting agents are more scattered and isolated - (choose all that apply) - convective currents, convergence, orographic

The stages for thunderstorm occurrence are usually ³described as: -- an initial cumulus stage, a mature stage and a dissipation stage.

Thunderstorms associated with this type of front are often most severe (with the exception to the gust front). – cold front

Thunderstorms associated with this type of front are usually hidden by other clouds may be difficult to see: (choose all that apply) - warm front

Thunderstorms should be avoided by a distance of _____ nautical miles when flying below the freezing level and _____ nautical miles when flying above the freezing level. – 10, 20

Which of the following is the most complete list of thunderstorm induced threats? -- Tornadoes, turbulence, icing, hail, windshear, microbursts and downbursts, electrical discharges in the form of lightning or precipitation static, water ingestion, and pressure variations.

Which of the following precipitation types is most easily detected by aircraft radar - heavy rain

Which of these stages of a thunderstorm is the least dangerous? - Dissipation

Which of the following statements about hail is true? -- Hail is most predominant during the mature stage of a storm

Which radar images are indicative of rotations taking place within severe thunderstorms? -- hook or finger

Which statements about airframe icing in thunderstorms is most correct? -- Thunderstorms icing is most severe from just above the freezing level to -25C

VOLCANIC ASH

After an eruption, the ejected material from a volcano will cool _____ once in contact with the air. -- quickly

Ground hazards associated with volcanic ash include: All of the options

Hazards associated with flight in volcanic ash are: -- All of the options

If an ash cloud is entered, it is important to deploy the passenger oxygen mask to ensure a comfortable flight. -- False

If volcanic dust enters the flight deck, the crew should: don their oxygen masks and select the maximum (100%) flow

International arrangements for the monitoring of volcanic ash in the atmosphere and for providing warning to the aviation community is provided by: -- International Airways Volcano Watch

It is important to start the Auxiliary Power Unit (APU) if an ash cloud is entered. -- True

Once released into the atmosphere, the ash is trapped in an upward convecting column that can rise at a rate up to ___ - 600 ft/sec

Referencing the Volcanic Ash Advisory shown here, what is centre issuing the advisory? Anchorage

The melting temperature of the glassy silicate rock material that comprises an ash cloud is higher than the operating temperatures of jet engines. - False

The most effective technique for avoiding an inadvertent volcanic ash encounter is : Visual identification of ash clouds

The quickest way of exiting an ash cloud, once it has been entered, is to: - descend and complete a 180° turn.

The Weather Radar is an excellent tool to be used for locating volcanic ash. -- False

There are nine regional ____ around the world detecting, tracking, and forecasting the movement of eruption clouds. - VAACs

Volcanic ash damage to engines maybe from: All the options

What does the color code “ORANGE” represent? – Watch

What is the center issuing the advisory? - Anchorage (choose center on VAAC)

What is the location of the volcano? -- N5325W16807 (choose location on PSN:)

Who is responsible for issuing the SIGMETs and NOTAMs regarding volcanic activity? – Meteorological Watch Offices (MWO)

WEATHER AND METEOROLOGY

A hurricane or typhoon is also known as a: all of the options

A jet stream is found in the: warm air mass beneath the tropopause

A statement of the expected meteorological conditions at a particular station during a specified period is called: -- TAF

A tropical storm will be classified as a hurricane when the winds produced are greater than : --74 mph (110 km/hr)

Air masses traveling over the surface of the earth take on the characteristics of the surface they are in contact with. These air masses are then classified according to: temperature and moisture content

An occluded front has warm air located: -- squeezed above and in between a rapidly approaching cold air mass and slower moving cool air mass

Concerning Runway Condition Reports, pilots wimll need to know the contaminate: -- All the Options

For monsoon (large-scale sea breezes), the extreme heat over land masses during the _____ months causes a very large low pressure area to form. -- summer

Jet streams are narrow bands with extreme high wind speeds of up to ___ that can extend several thousand miles in length with a width of several miles - 300 KTS

METAR winds direction and speed for this station are measured in: degrees true and knots

NOSIG Means - no significant changes to meteorological conditions are exp.

On the graphical weather chart, the triangle symbols represent: a cold front

PROB: is used to indicate the probability of occurence of meteorological conditions or temporary fluctuations

Radiation fog occurs most often ____, under a clear sky with a _____ temperature/dew point spread. – at night or near daybreak, small

Referencing the SIGMET shown, what is the observed significant weather? Squall line of thunderstorms.

Referencing the SIGMET shown, what direction and speed is the squall line moving? East at 15 kts

The East Asian Monsoon affects parts of Indo-China, the Philippines, China, Korea, Japan. In the summer, this monsoon is recognized by its ____ weather: warm and rainy

The following series of METARs indicate this type of frontal passage: KORD METAR 271320Z 13012KT 10SM BKN150 08/04 A3012. (Notice in the succeeding metars wx is deteriorating with gusty winds and low atm pressure) - Occluded Front

The following series of METARs indicate this type of frontal passage: KORD METAR 271950Z 20012KT 10SM SCT035 24/22 A2989. -- Cold front (Check that temp decreases from 24, 25, 24 to 8)

The gradual onset of stratus type clouds, increasing precipitation, and gradual increase in temperature to an observer on the ground, indicates that this type of front is approaching: -- Warm Front

The height of the tropopause: (Choose all that apply) -- b. varies with the type of air mass beneath it d. is normally higher in tropical areas

The Intertropical Convergence Zone (ITCZ): -- All the Options

The intertropical convergence zone is: an area of wx where trade winds of the northern and Southern Hemisphere converge

The main weather feature associated with the Intertropical Convergence Zone is: large scale CB clouds with thunderstorms and heavy showers

The most likely location for aircraft to encounter the strongest Clear Air Turbulence (CAT), relative to the jet stream, is: -- on the cold side of the jet

The most severe category given to a cyclone is: Cat 5

The term in a TAF used to describe expected changes to meteorological conditions which reach or pass specified threshold criteria at a regular or irregular rate is called: BECMG

The term used in a TAF to describe expected temporary fluctuations to meteorological conditions which reach specified threshold criteria and last for a period of less than 1 hr in each instance is: -- TEMPO

The wind speed indicated by the arrow is ____ kt. (two triangles) - 100

This type of air mass is cool and moist air often originating as cP. -- mP – Maritime Polar

This type of air mass is very cold and dry originating in the far north - cA - Continental Artic

This type of air mass is very warm and dry originating in Mexico or the American South West -- cT Continental Tropical

This type of air mass is very warm and very humid. It origins are similar to the origins of cyclones. -- mE – Maritime Equatorial

This type of fog forms when warm air moves over a cold ground or water. -- Advection Fog

To an observer the ground, rain showers, cumulus type clouds and the marked decrease in temperature indicates this type of frontal passage. -- Cold Front

What are the reported winds at EGLL? – 130 T at 7 kt

What is meant by this box? (350 in a white box) -- The tropopause height is at FL350

What is the RVR reading in the METAR below? 1300m with an upward tendeuncy

What is the visibility forecast to be? 5000m

Which of the ff wx phenomena best describe conditions associated with a warm front? Stratiform clouds, lowering ceilings and continuous precipitation

Which statement about tropical cyclones is most correct? -- A tropical cyclone is a non-frontal low pressure system over tropical or sub-tropical waters that has cyclonic flows influenced by Coriolis effect

WINDSHEAR

A decreasing performance shear is - (choose all applicable) an increase in tailwind, a decrease in the headwind component

A decreasing performance windshear may cause the aircraft to descend below the glide path - True

A dry runway : is one which is clear of contaminants and is not “wet”

A microburst : is smaller than a downburst

A microburst is a small short-lived downburst that creates extreme windshear at low altitudes - true

A significant shear could occur when penetrating a front if the front: is moving at a speed of 30 kts or more and has a surface temperature change of 5°C (9°F) or greater across the front.

A significant shear may occur if a front has a surface temperature change of 5C (9F) or across the front and/or moving at a speed of 30kt or more - True

A small short lived downburst that creates extreme windshear at low altitudes is a: microburst

An increasing performance shear during the approach causes airspeed to increase and the aircraft to climb above the profile - True

As the runway coefficient of friction decreases: the accelerate-stop distance will continue to increase

Clear air turbulence (CAT) - is caused by the windshears occurring at the edges of the jet stream

Clear air turbulence (CAT) is usually strongest on the warm air side of a jet stream - false

Downbursts and microbursts generally result from - downdrafts from thunderstorms

During a windshear encounter, with the autopilot and autothrottle engaged, an increase in power indicates - a decreasing performance shear

Early recognition of potential windshear situations may be accomplished by - visual observation

If encountering a decreasing performance shear: Increase the thrust to maintain the glide path and airspeed.

If windshear conditions exist for the approach, the best method to maintain energy is - to incorporate a wind additive of half the headwind component and all of the gust to a maximum of 20kts

If windshear is encountered on the takeoff roll and a reject cannot be completed initiate a normal rotation at least _____ feet from the end of the runway regardless of the airspeed. – 2,000

In potential windshear situations, the Pilot Monitoring (PM) should always monitor the airspeed altitude and localizer - False

In potential windshear situations, the Pilot Monitoring (PM) should always monitor the: - Airspeed, vertical speed and altitude.

Lenticular clouds are always associated with mountain waves - false

Microbursts are smaller than downbursts and are generally - (multiple answers) 6000ft in diameter and spread out when they hit the surface of the earth, last for about 10 min, have winds that can be up to 6000 ft/min down

On approach to landing (regardless of the position of the radar switch) the weather radar will begin scanning for windshear below _____ ft Radio Altitude and the PWS alerts are enabled below _____ ft Radio Altitude. The PWS switch is required to be in the AUTO position, and the ATC switch is in the ON or AUTO position. - 2,300 / 1,500

Pilots may learn of windshear from: - all of the above

Rotor clouds - are indications of significant turbulence and windshear

The definition of windshear is a change in the wind direction and speed over a short period of time or a short distance - True

The weather radar will begin scanning for windshear below _____ ft radio altitude and the PWS alerts are enabled below ____ ft radio altitude regardless of the position of the WXR switch on the EFIS control panel - 2,300/1,200

Virga - is a good indicator of a dry microburst

When manually flying and an increasing performance shear is encountered: The aircraft may balloon above profile initially.

Which of the following describes a windshear-related inversion - Lower level air is cool and stable, winds above relatively strong

Wind traveling over high terrain becomes compressed and because of Bernoulli's principle, accelerates. ____ can be a source of significant windshear - Mountain waves

Windshear along a coastline may be caused by - the difference in air friction over water and land

Windshear is associated with frontal boundaries that: have a temperature difference of at least 5C (9F)

Windshear is defined as a change in the __ and __, over a short period of time or a __. All of the options

Windshear is found in frontal system boundaries that - have a temperature
difference of at least 5°C(9°F)

Unknown category:

The crew sees an RNP and an ANP value displayed on the navigation displays. This indicates - the aircraft is not necessarily RNP qualified

The P-RNAV navigation specification satisfies the full requirements of the RNAV 1 navigation specification - False

Which of the following is a component of Total System Error - Flight Technical Error

ASRT AIRBUS 330

Practice Quiz
Please refer to TKE Reviewer for the EXAM.
Sorted alphabetically regardless of subject.

A blue triangle indicates that: The airspeed has been manually selected from the FCU.

After the APU is started, the APU ECAM page remains displayed: For approximately 15 seconds.

Air Data Modules (ADMs) covert pneumatic data for use by theADIRUs from: All pitot and statuc probes

APU automatic shutdown may occur under various non-normal conditions. The conditions include: Start abort, low oil pressure, high oil temperature

APU Emergency shutdown occurs when the following is pressed: All of the options.

APU shutdown can be initiated by the ground crew using the following controls: APU SHUT OFF sw on the External Interphone Panel or the Refueling/De-fueling Panel.

As long as a localizer signal is present, the Ground Roll Guidance Command Bar: Will be displayed on the ground or below 30 feet radio altitude.

Yo

Avionics bay fire and overheat signals automatically discharge: Neither Water from aircraft potable water supply or Halon from APU extinguisher bottle. There is no fire suppression.

Bleed air for the engine anti ice comes from: The HP turbine.

Cargo compartment ventilation ang heating is controlled by:
cargo ventilation controller, dual channel.

Cargo ventilating air is received from:
Cabin Air.

CKPT OXY becomes amber when system pressure goes below: 300 psi

During normal operation, the Cabin Pressurization system: Is fully automatic

During the exterior walk-around inspection, the followi ko ng items should be checked: APU access door, APU air intake, APU exhaust

Each engine and the APU have _____ continuous fire and overheat gas detection loops. Two

Electrical heating is provided for the protection of: Pitot probes, static ports, TAT probes, and AOA probes.

Engine anti ice shall be selected ON in flight when: TAT is plus 10 degrees C or below and visible moisture in any form is present, except during Climb or Cruise when the SAT is minus forty degrees C or below

Fire bottle discharge for the cargo compartments is: Manually controlled by the crew.

For ventilation the Lavatory and Galley Ventilation system uses: Cabin Air

How many oxygen overpressure safety systems does the A330 have? Two

How many seats on the A330 flight deck have a life vest underneath? 1

If power to the cockpit door fails: The door unlocks automatically, but remains closed.

If an APU fire is detected on the groung:
An APU automatic shutdown and agent discharge will accur.

If an emergency access procedure has been initiated by a cabin crew member, the buzzer in the cockpit will sound for: Continuously

If one continuous engine fire and overheat detection loop is inoperative: The other loop will continue to operate

If the LOW OIL LEVEL advisory is displayed on the ECAM APU page

If the air cycle machine fails, the pack may be operated in: Heat exchanger cooling, or bypass mode.

If the cabin altitude exceeds_____, the mask air inlet closes and the pilot breathes 100% oxygen. 35,000 feet

If the number of satellites available drops to ___, the altitude bias is frozen and the MMR enters ALTAID mode using the IR altitude corrected with the altitude bias. three

If time between two consecutive predetermined callouts exceeds a certain threshold, the present height is repeated at regular intervals. What is the time threshold? The threshold is 11 sec above 50 ft and 4 sec below 50 ft.

ILS 1 information is displayed on: PFD 1 and ND 2

In case of emergency, the two sliding windows in the cockpit can be opened from the outside. False

In flight, with CPC 1 in use, if it fails: Control transfers automatically to CPC 2.

In normal operation, the GPS receiver 1 supplies ___, the GPS receiver 2 supplies ___. ADIRU 1 and ADIRU 3 / ADIRU 2

In Semi-automatic Mode, the pilot sets: The landing field elevation.

In the AUTO position, the fasten seat belt sign and the return to your seat sign will illuminate: When the landing gear is extended or the slats are extended to position 1, 2, 3, or Full.

In the AUTO position, the strobe lights come on: At takeoff (shock absorber not compressed)

It is safe for the ground crew to open the passenger door if the red cabin pressure light is illuminated? False

Lavatory smoke warnings are sent to: The flight crew via ECAM warning and the cabin crew via CIDS.

Lifting the guard and pressing an engine FIRE pb releases it to the out position. This action causes the following: All of the above

Maximum passenger seating capacity is: 375

Maximum rotor speed (N) for the APU is: 107%

Normally the CAPT PFD displays the RA1 height and the F/O PFD displays the RA2 height. If either RA fails: Both PFD’s display the height from the remaining one.

Normally the IR 1 (2 and/or 3) mode rotary selector is in the NAV position supplying full inertial data to aircraft systems. With the switch in the ATT position: IR part supplies heading and attitude if the system loses it’s ability to navigate. Heading must be entered through the MCDU and reset frequently.

On the APU ECAM page, the bleed air pressure display is replaced by amber XXs: When ADIRS 1 is not available or is selected OFF.

On the COCKPIT DOOR panel, if DC BUS 2 fails: No FAULT indication appears and the cockpit door locking system is not electrically supplied and is inoperative

On the ground, the APU provides bleed air for: Engine Starting and air conditioning system.

On the ECAM CAB PRESS page the cabin altitude indication changes from green to red when the cabin altitude is: >9550 ft

Pack airflow is modulated by the: Pack flow control valve.

Pack Bay ventilation occurs: On ground and in flight

Pack outlet air temperature can be modulated downstream of the turbine by: Temperature control valve.

Pressing the NAV key engages the radio navigation backup mode; it takes control of the VOR, ILS, MLS and ADF receivers. The receivers are now controlled by the RMP and no longer by the FMGC. True

Pulling the barometer reference selector knob: Selects the standard baro reference setting.

Pushing the T.O. CONFIG pb simulates the application of takeoff power allowing the system to warn the pilots if there are any systems that are not in the takeoff configuration. True

REGUL LO PR is displayed in amber on the ECAM DOOR/OXY page if oxygen pressure drops to 50 psi or lower on what? The low Pressure Circuit

Selecting ARPT displays all airports in the data base within range of the display. True

Selecting the CSTR pb displays the constraints related to the present flight plan such as speed, altitude and time.True

Selecting the DITCHING pb sw to7 ON will not close the outflow valves when: The outflow valves are under manual control.

Setting the STORM position on the INT LT panel: Sets the dome lights and main instrument panel light to their maximum brightness

Slats protected by hot air supplied from the Pneumatic system are: The four outboard leading edge slats.

Some push buttons have two illuminated dots, indicating that the corresponding part of the pushbutton: Is not used.

TCAS STBY appears in green when: all of the options.

Temperature selectors are available for the following zones: BULK, FWD, COCKPIT, CABIN

The aircraft air conditioning system is controlled by: Two Pack controllers, one zone controller
The aircraft has to DMEs The frequency set automatically on the DME corresponds to that set on the: VOR or ILS

The amber FAULT light in a PACK pb sw will illuminate for: all of the above
The APU may be started and operated, maintenance action is required within the next 15 hours

The CREW SUPPLY switch on the overhead panel controls what? The supply solenoid valve.

The APU air intake flap opens when: The APU MASTER pb switch is selected ON/R.

The APU bleed valve is automatically closed: Above 25,000 ft when climbing and reopens at 23,000 ft when descending

The APU is normally started: when the aircraft is at the gate, supplied by external power.

The avionics compartment can be accessed from the cockpit.
True

The avionics ventilation system cools the: Electrical and electronic component in the electronic bay and flight deck.

The BUS TIE pb sw is normally in the AUTO position.

The ECAM includes the: E/WD and SD

The EFIS includes the
PFD and ND

The cargo compartment inlet and outlet valves and the extraction fans are controlled by the
Cargo Ventilation Controller

The cargo compartment is monitored for smoke in e by the: Smoke Detection Control Unit

The cargo compartment smoke detection system has two ionization-type smoke detectors on a ____ loop system. Dual

The DC LAND RCVRY BUS is normally supplied by the:
DC ESS BUS
The WHC provides two heating levels for the windshield: High level in flight, low level in ground.

The zone temperature selectors on the overhead AIR panel are: Cockpit, Cabin

The fire extinguishing system bottles for each engine has two squibs to discharge the agent. Each squib has _____ electrical supply. Dual

The following ECAM shows that:All doors are closed and the e
passenger slides are not armed.

- The following ECAM shows that: The cargo, bulk cargo, left forward cabin, and avionics doors are open.

The forward cargo compartment inlet air can be heated by: Trim air ducted upstream of Pack 1.

The Ground Proximity Warning System (GPWS) generates aural and visual warnings when certain conditions occur between: 30 and 2450 feet RA

The green VOR APP message will be displayed on the ND when the VOR.D pb on the EFIS control panel has been pushed. False

The high-pressure cylinder for the A330 oxygen system is located where? In the lower left fuselage.

The Ice Detection system will alert the crew when ice is accumulating if the TAT is: less than 10 deg

The LAND RECOVERY AC BUS is powered for:
Emergency operations, when the LAND RECOVERY pb sw is ON

The lavatory waste bin fires are extinguished automatically with: Halon from individual, adjacent extinguisher bottles.

The localizer and glideslope deviation scales?
Are displayed as soon as the LS pb is pressed.

- The loudspeaker announces RETARD at ___, or at ___ if aurothrust is active & one autopilot is in LAND mode. 20 ft or at 10 ft.

The LOW OIL LEVEL advisory is displayed on the APU ECAM page when the ECB detects a low APU oil level and: The aircraft is on the ground, APU not running

The MAINT BUS sw is used to:
Power only the electrical systems used for ground servicing.

The maximum speed to use the windshield wipers is: 230 kts

- The mixer unit is connected to: Packs, cabin air, emergency ram air inlet, low pressure ground connector.

The pack controllers control the pack outlet temperature via the: Ram air heat exchanger inlet/outlet flaps, temperature control valves.

The pack flow control valve will close automatically if the: All of the options

The PFD/ND XFR pb: Swaps the PFD and ND displays.

The potable water tanks each hold _____ litres. 350

The TCAS detection capability is limited to intruders flying within a maximum range of: 100 NM

- The TCAS (Traffic alert and Collision Avoidance System)

All of the options

|

The TCAS interrogates the transponder intruder. From the transponder reply, the TCAS determines ___ from each intruder.

All of the options

The trim air valves are controlled by: Zone Controller

The trim air valves optimize the temperature by: Adding hot air.

The vacuum generator forces toilet sewage into the storage tanks on the ground and up to _____ feet. 16,000

The weather radars have a predictive windshear capability. The Predictive Windshear System (PWS) operates when: The PWS switch is in the AUTO position, and the aircraft is below 2300 ft AGL, and the ATC is switched to the ON or AUTO position, and neither engine is running.

When avionics bay smoke is detected, the ECAM SMOKE AVNCS VENT SMOKE warning is triggered and: Both CRC sounds, and the Master WARN light flashes and the SMOKE light illuminates redonthe overhead ventilation panel.

When a break is detected in both loops with a____second period, a fire warning will be triggered.

FIVE.

When do the escape slides lighting system illuminate? Automatically, if the slide is armed and the door is open.

When ENG ANTI ICE is selected ON: Continuous ignition is automatically activated if EIU is inoperative

When LDG ELEV is set to AUTO, the landing elevation is sent to the active cabin pressure controller from the: FMGS

When operating on battery power only, switching the dome light ON:

Turns on the right hand dome light only.

What does the 160 in blue represent? It represents the selected heading.

What does the green diamond represent?

The actual aircraft track.

What is represented by the green line in the ND? The aircraft course.

What range has been selected for this ND display?

160 NM

What is represented by the green symbol? The flight patch vector

What is represented by the number 060/52? The wind direction is 060 degrees true at 52 knots.

What will happen if the left forward passenger door is opened if the ECAM is as follows?

The door will open and the emergency slide will deploy

When LDG ELEV is set to AUTO, the landing elevation is sent to the active cabin pressure controller from the: FMGS

When will the Flight Director Bars flash for 10 seconds and then remain steady? All of the options

When will the ILS APP message be displayed on the ND? All of the options

When operating on battery power only, switching the dome light ON: Turns on the right hand dome light only.

When the APU is running, external power (EXT A or EXT B): May be kept ON to reduce APU load, especially in hot conditions

When the APU MASTER pb sw is selected ON/R: The Blue On/R light illumina ko tes.

When the APU START pb sw is selected ON, the blue light illuminates and: When the intake flap is completely open, the APU starter is engaged.

When the APU start sequence is completed: On the ECAM APU page, AVAIL appears. ON the APU START pb sw ON extinguishes and AVAIL illuminates

When the DITCHING pb is selected ON: Cargo compartment isolation valves are closed and the cargo extract fans stop automatically.

When the landing gear is retracted after takeoff, the taxi and takeoff lights will: Turn Off Automatically

When the MOD SEL pb sw is set to MAN, the outflow valves are controlled by signals sent via: The MAN V/S CTL toggle sw.

When the packs are on APU BLEED, the airflow is automatically selected to: HI

When the switch on the COCKPIT DOOR panel on the center pedestal is placed in the LOCK position, which of these features is inhibited? All of the options

Which of the following corresponds to VFE NEXT? B (amber equal sign)
Which of the following corresponds to VR?
B

With symmetric thrust and no differential braking, the A330 requires _____ for a 180° turn. 44m / 142 ft

With the DITCHING pb sw selected ON, the outflow valves close:
Automatically if the pressurization system is under automatic control.

With the DMC sel sw in the AUTO position: DMC 3 supplies data to both ECAM DU's

With the guarded MAN VALVE SEL in the AFT position, the: FWD valve remains under automatic control.

With the switch in any position, the exit signs will illuminate in the event of excessive cabin altitude. True

Zone temperatures can be monitored on the following ECAM system display pages: Cond, Cruise

A320 TKE NEW

1. Smoke detection in FWD and AFT cargo bays (not valid for DLH) consists of:
   1. 2 smoke detectors in FWD Bay, 4 detectors in AFT Bay and SDCU
2. In case of pack controller failure, the pack outlet air temperature is controlled by:
   1. Pack anti-ice valve
3. Load alleviation function is inhibited when (MSN 0706)

1. Speed < 200kts or slat/flap lever not at 0 or WTB On or above VMO +10kts

4. When LDG ELEV is set to AUTO, the LDG ELEV is sent to the controller from the:

1. FMGS

5. In flight, with pressure controller 1 in use, if it fails:

1. Pressurization control will transfer automatically to controller 2

6. Following a pressurization SYS 1 fault:

1. SYS 2 takes over automatically without crew action.

7. With the BLOWER and EXTRACT pushbuttons in OVRD, the avionics bay ventilation gets air from the:

1. Air Conditioning inlet valve

8. When the MODE SEL switch is set to MAN, the outflow valve is controlled by signals via controller 1 or 2?

1. False

9. Each trim air valve optimizes the cabin temperature by:

1. Adding Hot Air

10. When the PACK FLOW control know is positioned to HI, air flow is

1. 120% of normal

11. Trim air valves are modulated by:

1. The zone controller

12. For A/C position determination, FMGC uses data from:

1. DME, VOR or ILS system and three ADIRS

13. What is the minimum height for AP use on a non-precision approach

1. MDA

14. What are the two types of guidance?

1. Selected and Managed

15. Engines are running and the aircraft is ready to taxi. A change to the inserted aircraft Gross Weight, or C of G, Is required: access to INIT B page is no longer available. On which page is it possible to insert the 17. What are the basic modes of the AP / FD:

1. VS and HDG

18. In case of pack controller failure, the pack outlet air temperature is controlled by:

1. Pack anti-ice valve

19. APU EGT indication becomes RED on ECAM SD, when (2 questions)

*** A. EGT ? 1090*C and 675*C (start and running) MSN 1063, 2162-2183**

*** B. EGT ? 982*C and 700*C-742*C (start and running) MSN 0706-0936, 1171**

1. A and B are correct

20. Where is the vent surge tank located?

1. Outboard of each wing tank

21. In case of a cargo bay smoke warning, the agent (not from DLH) bottle should be empty in less than:

1. 1

22. When the APU master switch is released, a normal APU shutdown occurs:

1. B and C are correct

23. What is the maximum total fuel capacity?

1. 18,728kg

24. What are the minimum fuel quantity for the take off and maximum fuel quantity for take off or landing

1. 1500-2000kg

25. If a pack controller fails, the pack outlet air temperature is regulated to:

1. Between (5*C-30*C) in a max of 6 minutes by the anti-ice valve

26. Pack controllers, primary channel failure:

1. The seconday computer operates as a back up mode and regulation is … pack flow is fixed at the previous setting

27. The CVR is energized, on the ground, as soon as aircraft electrical network is supplied, but only for 5min. It starts again as soon as:

1. GND is on or one engine is running

28. In the event of an emergency call from the cabin to the cockpit.

1. All of the options

29. What happens in case of a loss of both AC 1 and AC 2 busses when airspeed is greater than 100kt?

1. The RAT is automatically extended and powers the Blue system, which drives the emergency generator.

30. If power to the cockpit door fails:

1. The door unlocks automatically, but remains closed.

31. If an emergency access procedure has been initiated by a cabin crew member, the buzzer in the cockpit will sound for:

1. Continuously

32. If smoke is detected in the avionics bay, in addition to a single chime, master caution and ECAM caution:

1. SMOKE light illuminated on the EMER ELEC PWR panel as well as the BLOWER and EXTRACT FAULT lights on the VENTILATION panel.

33. In roll normal law, the bank angle protection is active when bank angle is:

1. Greater than 33* XXX

34. When alternate law is active, the high speed and high AOA protection are:

1. Lost

35. Emergency ram air inlet, when set to “ON”, the ram air valve will open:

1. Provided ditching is not selected XXX

36. The engine hydraulic shut-off valve closes when:

1. The FIRE pushbutton is released out.

37. With the PTU pushbutton in AUTO, the PTU automatically runs:

1. When differential pressure between Green and Yellow system is more than 500psi

38. The slats are protected by hot air supplied from the Pneumatic system are:

1. The three outboard leading edge slats

39. When ENG ANTI ICE is selected ON:

1. Continuous ignition is automatically selected ON

40. Select the correct statement:

1. DMC 1 supplies data to: CAPT'S PFD, CAPT'S ND and both ECAM display units

41. A level 3 red warning requires?

1. Immediate action

42. The Navigation Display, displays wind and ground speed information:

1. In all modes

43. The maximum speed at which the Landing Gear may be extended is:maximum brake

1. 250kt

44. What is the maximum brake temperature for take-off?

1. 300*C

45. Nosewheel steering is powered by:

1. Yellow Hydraulic system

46. The LDG GEAR indicator panel UNLK light illuminates red if:

1. Gear is not locked in selected position

47. If the alternate braking system utilizing Yellow hydraulic pressure has been activated, autobraking is:

1. Not available.

48. The fasten SEAT BELT and NO SMOKING signs illuminate when:

1. Both

49. In the passengers oxygen system, a generator (once activated) delivers oxygen for?

1. 15 min; same distribution to each mask

50. What happens when the 100% position is selected on the crew oxygen?

1. The user breathes pure oxygen

51. In normal operation the ADIRU's are aligned using information from:

1. The MCDU

52. The Weather Radar picture is displayed on the ND:

1. In all ND modes except plan

53. The IR FAULT light flashes:

1. When an IR fault has occurred; however, attitude and heading information may be recovered in ATT mode.

54. The TCAS predicts the flight paths of the other aircraft based on their ATC transponder replies. When will the TCAS alert the flight crew with a Traffic Advisory?

1. When a tracked aircraft enters the caution area, 40 sec from the collision area.

55. The aircraft has ___ ATC transponders which are controlled by a dual control box on the centre pedestal.

1. Two

56. The G/S warning may be cancelled by selecting the G/S pushbutton to OFF

1. True

57. TCAS STBY appears in green when:

1. All options

58. If the engine bleed valve closes, the HP valve:

1. Closes automatically

59. In the case of a wing leak signal:

1. All options

60. The accessory gearbox is driven by:

1. The N2 rotor through a system of shafts and gears

61. LVR CLB flashes white on the FMA if the thrust levers are not in the CL position when:

1. The aircraft is above the thrust reduction altitude.

62. On ground, Blue ELEC pump pb at AUTO, the circuit is energized if:

1. One engine is running or Blue pump OVRD pb has been pressed

63. When your FD bars flash:

1. A., b., c., are correct

64. The autopilot does not disengaged in case of override on: (in flight)

1. The rudder pedals

65. In case of total zone controller failure:

1.Hot air and trim air valves closes and packs deliver air at fixed temperature = 20°C pack 1, 10°C pack 2

66. When the APU master switch is released, a normal APU shutdown occurs:

1.b and c are correct

67. Nose wheel steering is available when:

1.Nose gear doors closed

68. Could you find on the PFD HDG scale a space between green diamond and ILS course pointer:

1.yes

69. Which computer processes the red warnings

FWC

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