

FLIGHT TRAINING PROFESSIONALS
Private Stage 1, Phase 4: Takeoffs and Landings
Proficiency Quiz

1. What would constitute two-way radio communications with the air traffic controllers at Orlando Executive Airport? This is required prior to what?

two-way communication at KOEL means the aircraft is in contact with ATC and acknowledge ATC requests with call signs. this is required to enter the air space and before taking off/landing.

2. What are the VFR weather minimums required to depart, arrive, or operate within the class D airspace at the Orlando Executive airport?

3 SM, 500 feet below clouds, 1000 feet above clouds and 2,000 feet horizontally from clouds

3. Why is a transponder with altitude encoding required throughout operations at the Orlando Executive airport, to and from both practice areas, and within the practice areas themselves?

A1.215, within 30 NM of an airport in Appendix D, which does list KMCO, so transponder w/ mode C is required.

4. During operation in the practice areas, descending through what two altitudes would move the airplane from class E airspace to class G airspace? What would be the change in operational requirements? Why do these differences exist?

Class E starts at 700 feet AGL, so class G has a ceiling of 600 feet AGL, weather minimums change. ATC cannot separate IFR traffic at low altitudes so it is the only uncontrolled air space

5. Explain what to do if during a preflight inspection of the airplane, the flap position indicator is inoperative.

According to the KOEL, the flap position indicator is required, so since the airplane is not airworthy. This must be communicated with FTPs, to fix the issue

6. What type of turn should be used during instrument referenced aircraft control? How is this established?

ATC expect a "standard rate turn" which can be established with the lines right above the HSI, but no instrument bank should exceed 30° of bank in any direction

7. If departing after a large, arriving aircraft which touches down one-thousand feet down the runway, what should be done to ensure a safe takeoff?

to ensure a safe takeoff, one should depart after the touchdown point of the larger aircraft due to wake turbulence

8. Why is windshear dangerous? Why is this especially true while flying at low altitude?

windshear can severely affect airspeed, and attitude so a shift between a headwind into a tailwind can cause a plane to stall at an unrecoverable altitude.

9. If during a solo flight in the practice area, you observe a layer of clouds beginning to develop below your current altitude, are you legally able to fly above them?

student pilot cannot fly over layers of clouds with no visual contact with the ground.

10. In the event of an emergency, what frequency(s) would be used to contact ATC for assistance?

121.5 or current frequency if already in contact with ATC