.293 Test Generator Questions

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| **Airspace** |
| What are the two categories of airspace?  Regulatory and non-regulatory |
| What are the two requirements of Basic VFR Weather Minimums?  No person may operate an aircraft under basic VFR when the flight visibility is less, or at a distance from clouds that is less, than that prescribed for the corresponding altitude and class of airspace.  Except as provided in 14 CFR Section 91.157, Special VFR Weather Minimums, no person may  operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet. |
| What are the VFR Cruising altitudes above 3000’ AGL and below 18,000’ MSL?  0-179 degrees, Odd thousands MSL plus 500’; 180-259 degrees, Even thousands MSL plus 500’ |
| What is the definition of Class B airspace?  That airspace from the surface to 10,000 feet MSL surrounding the nation’s busiest airports in terms of IFR operations or passenger enplanements. |
| What are the dimensions of Class B airspace?  Surface to 10k’, individually tailored |
| What are the cloud clearance/visibility for Class B airspace?  Clear of clouds, 3sm |
| What is the clearance requirements for Class B airspace?  ATC clearance required. |
| What equipment is required for Class B airspace?  operable 2-way radio w/ATC frequencies, transponder w/altitude reporting |
| What is the definition of Class C airspace?  That airspace surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. |
| What are the dimensions of Class C airspace?  5 NM radius core surface area that extends from the surface up to 4,000 feet above the airport elevation, and a 10 NM radius shelf area that extends no lower than 1,200 feet up to 4,000 feet above the airport elevation |
| What are the cloud clearance/visibility for Class C airspace?  500’ below, 1000’ above, 2000’ horizontally, 3sm |
| What is the clearance requirements for Class C airspace?  two way radio communication with ATC required |
| What is the equipment requirements for Class C airspace?  operable 2-way radio w/ATC frequencies, transponder w/altitude reporting |
| What is the definition of Class D airspace?  That airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. |
| What are the dimensions of Class D airspace?  Individually tailored, will contain instrument approaches when present. |
| What are the cloud clearance/visibility for Class D airspace?  500’ below, 1000’ above, 2000’ horizontally, 3sm |
| What is the clearance requirements for Class D airspace?  (Two-way radio communication with ATC required. |
| What equipment is required for Class D airspace?  operable 2-way radio |
| What is the definition of Class E airspace?  Generally, if the airspace is not Class A, Class B, Class C, or Class D, and it is controlled airspace, it is Class E airspace |
| What are the charting/vertical limits of Class E airspace?  Charted below 14,500’ MSL; Except for 18,000 feet MSL, Class E airspace has no defined vertical limit but rather it extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. |
| What are the cloud clearance/visibility for Class E airspace?  Less than 10,000’ MSL: 500’ below, 1000’ above, 2000’ horizontally, 3sm; at/above 10,000’ MSL: 1000’ below, 1000’ above, 1sm horizontal, 5sm |
| What is the clearance requirements for Class E airspace?  No specific requirements |
| What equipment is required for Class E airspace?  No specific equipment required |
| What are the 7 types of Class E airspace?   1. Surface designated for an airport 2. Extension to a surface area (extensions to Class B, C, D to contain instrument approaches.) 3. Transition Airspace (Areas beginning at 700’ or 1200’ AGL used to transition to/from the terminal or enroute environment.) 4. En Route Domestic Areas (provide controlled airspace in those areas where there is a requirement to provide IFR en route ATC services but the Federal airway system is inadequate.) 5. Federal Airways (1200’ AGL up to but not including 18,000’ MSL.) 6. Offshore Airspace Areas (areas beyond 12 miles from the coast where there is a requirement to provide IFR services.) 7. Unless designated at a lower altitude, all airspace from 14,500’ MSL up to but not including 18,000’ MSL |
| What is the definition of Class G airspace?  Class G airspace (uncontrolled) is that portion of airspace that has not been designated as Class A, Class B, Class C, Class D, or Class E airspace |
| What is the cloud clearance visibility for Class G below 1200’ AGL?  Day: clear of clouds, 1sm  Night: 500’ below, 1000’ above, 2000’ horizontally, 3sm  Note: A helicopter may be operated clear of clouds if operated at a speed that allows the pilot adequate opportunity to see any air traffic or obstruction in time to avoid a collision |
| What is the cloud clearance visibility for Class G above 1200’ AGL, below 10,000 MSL?  Day: 500’ below, 1000’ above, 2000’ horizontally, 1sm  Night: 500’ below, 1000’ above, 2000’ horizontally, 3sm |
| What is the cloud clearance visibility for Class G above 1200’ AGL, above 10,000 MSL?  1000’ below, 1000’ above, 1sm horizontally, 5sm |
| A \_\_\_\_\_\_\_\_\_\_\_\_\_ and \_\_\_\_\_\_\_\_\_\_\_ areas are regulatory special use airspace and are established in 14 CFR Part 73 through the rulemaking process.  Prohibited/Restricted |
| \_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_ \_\_\_\_\_\_, and \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_ are non-regulatory special use airspace  Warning areas, military operations areas, alert areas, and controlled firing areas. |
| \_\_\_\_\_\_\_\_\_\_\_\_\_ areas contain airspace of defined dimensions identified by an area on the surface of the earth within which the flight of aircraft is \_\_\_\_\_\_\_\_\_\_\_\_\_. Such areas are established for security or other reasons associated with the national welfare.  Prohibited |
| \_\_\_\_\_\_\_\_\_\_ areas denote the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles. Penetration of \_\_\_\_\_\_\_\_\_\_\_ areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants.  Restricted |
| A \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_ is airspace of defined dimensions, extending from three nautical miles outward from the coast of the U.S., that contains activity that may be hazardous to nonparticipating aircraft.  warning area |
| \_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic.  Military Operating Areas |
| \_\_\_\_\_\_\_ \_\_\_\_\_\_ are depicted on aeronautical charts to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity.  Alert areas |
| \_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_ \_\_\_\_\_\_ contain activities which, if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. The distinguishing feature of the \_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_ \_\_\_\_\_, as compared to other special use airspace, is that its activities are suspended immediately when spotter aircraft, radar, or ground lookout positions indicate an aircraft might be approaching the area.  Controlled Firing Areas |
| \_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_ \_\_\_\_\_\_ consist of airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security and safety of ground facilities. Pilots are requested to voluntarily avoid flying through the depicted \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_. When it is necessary to provide a greater level of security and safety, flight in \_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_ may be temporarily prohibited by regulation under the provisions of 14 CFR Section 99.7.  National Security Areas |
| \_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_ \_\_\_\_\_\_\_ are mutually developed for use by the military for the purpose of conducting low-altitude, high-speed training. The routes above \_\_\_\_\_\_ feet AGL are developed to be flown, to the maximum extent possible, under IFR. The routes at \_\_\_\_\_\_\_ feet AGL and below are generally developed to be flown under VFR.  Military Training Routes/1500’ |
| The purpose for establishing a temporary flight restrictions area is to: (list 6 reasons)  1. Protect persons and property in the air or on the surface from an existing or imminent hazard associated with an incident on the surface when the presence of low flying aircraft would magnify, alter, spread, or compound that hazard  2. Provide a safe environment for the operation of disaster relief aircraft  3. Prevent an unsafe congestion of sightseeing aircraft above an incident or event which may generate a high degree of public interest  4. Protect declared national disasters for humanitarian reasons in the State of Hawaii  5. Protect the President, Vice President, or other public figures  6. Provide a safe environment for space agency operations (14 CFR Section 91.143) |

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| **Aeronautical Information** **Manual** |
| When identifying a VOR by Morse code, you hear (- • ••• -). Is that signal usable?  No. That’s “TEST” |
| If your VOR equipment automatically decodes the VOR identifier, are you required to listen to the audio identifier?  No |
| How do you use a VOT service?  Tune in the VOT frequency on your VOR receiver. CDI centered, the OBS should read 0 degrees “from” or with the OBS on 180 degrees the CDI should be centered with the “to” indication. |
| Describe the service volume of a terminal VOR.  25 NM radius from 1000’AGL-12000’AGL |
| Is a terminal VOR signal usable below 1000’AGL?  Yes, depending on distance from the station |
| In what frequency range does a localizer operate?  108.1 – 111.95 MHz |
| How wide is full scale deflection (Full “fly right” to “fly left”/side to side) indication at the runway threshold while tracking a localizer inbound (front course).  700’ |
| What is a Localizer Directional Aid (LDA)?  Comparable to a localizer in use and accuracy but not a part of a complete ILS. Does not align with a runway and does not exceed 30 degrees between the course and runway. |
| On an ILS, the glide path projection angle is normally adjusted to:  3 degrees above horizontal |
| Is there a design standard of accuracy or integrity for VFR GPS receivers? And should VFR pilots use GPS as a sole source of navigation?  No, and no |
| Is it a requirement to keep a GPS database updated for VFR operations.  No, but it is not advisable to use a moving map in and around critical airspace with an out of date database. |

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| Synchronized flashing white lights located on both sides of a runway end may be useful for:  Identification of a runway surrounded by a preponderance of other lighting |
| If ATC tells you to land and wait on a runway’s threshold markings, what paint markings should you be looking for?  Eight or more longitudinal stripes of uniform dimension disposed symmetrically about the runway centerline. |
| Must you stop with all parts of your aircraft on the non-runway side of the a double yellow line with a double yellow dashed line when taxiing on a taxiway to a runway?  Yes, when further clearance hasn’t been received from ATC. |
| While on an apron area you see a black and white zipper style marking running across the ground. What kind of things should you possible be on the lookout for?  Vehicles (it’s a roadway) |
| What should you do if you’re taxiing form parking and end up needing to cross a single solid yellow line paired a single dashed line (the solid line is on your side)?  If there is an operating control tower, stop and call for clearance or instructions. |
| What are non-movement areas?  Taxiways and apron (ramp) areas not under the control of air traffic. |
| Can you take off in a helicopter from a non-movement area?  Yes. ATC may issue instructions similar to, “Departure from (location requested) will be at your own risk. Use Caution.” |
| If you receive instructions to “Air Taxi” from a controller, what are they expecting you to do?  Remain below 100’AGL, use, airspeed, and altitude combination to minimize downwash effect, conserve fuel, and expedite movement from one point to another. |
| When should hover taxiing be avoided?  If rotor downwash is likely to cause damage to parked aircraft or if blowing, dust or snow could obscure visibility. |
| If a helicopter pilot requests a departure on a given direction, what is ATC going to assume?  The pilot is aware of the wind in the vicinity of the helicopter, and the pilot is willing to accept those conditions. |

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| How could you use your transponder to alert a ground radar facility of a distress or urgent condition?  Squawk 7700 Mode C altitude reporting, and immediately make radio contact. If not in a radar service area, continue to Squawk and make contact as soon as  Possible |
| Are airborne tests of an ELT authorized?  No |
| If you have to test an ELT while it is installed in an aircraft, when and how long can you allow it to run?  5 Minutes past the hour. No more than 3 audible sweeps |
| What does “VC” mean when viewed on a Metar or TAF.  Vicinity (not at the aerodrome 5-10 miles away from the center of runway complex or observation point) |
| When seen in a coded TAF, what does PROB30 “1004/1007” mean?  A 30% probability of a condition between the 10th day of the month between 04-07z. |
| When conducting Landing Zone or Hospital Operations what frequency should be used to communicate to other helicopters?  123.025 |
| How far out (in NM) should HAA pilots attempt to make contact with ground units?  10 NM |
| What should HAA pilots be doing before making any helicopter movement to leave a hospital heliport?  Use 123.025 to state position, route of flight, and intentions. |
| **Federal Aviation Regulations 61 91 135** |
| If a pilot receives a DUI while driving, when must the FAA be notified?  within 60 days upon conviction |
| Failure to report a DUI/Drug offense to the FAA my result in suspension or revocation of ones’ pilots certificate/rating.  True |
| Refusal to submit to an alcohol test or to furnish test results may result in?  Denial of an application for any certificate, rating, or authorization for a period of up to 1 year and/or Suspension or revocation of any certificate, rating, or authorization issued. |

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| How long is a temporary pilots certificate valid for?  For up to 120 days |
| If you received a class 2 medical on January 2nd 2017, when do those privileges expire?  February 1st 2018 |
| A **Class 1 Medical** is required for all those who hold an ATP and wish to exercise those privileges.  True |
| What flight time must be logged in your personal log book?  Times used to meet the training requirements for a certificate and or recency of experience. |
| Your annual Part 135.293/.299 Checkride fulfills the requirements for your biannual flight review.  True/Yes |
| Being Night Current does not count for day currency.  False |
| What are the requirements to be considered NVG current?  6 HNVGO’s within 2 Calendar months proceeding the month of the flight |
| Being Night Current counts towards your HNVGO currency.  False |
| If you move when must you notify the FAA?  Within 30 days. |
| What responsibility and authority does the pilot in command have?  The PIC is directly responsible for, and is the final authority as to, the operation of the aircraft.  In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet the emergency.  Each PIC who deviated from a rule under this part shall, upon request of the Administrator, send a written report of the deviation to the Administrator. |
| Who is ultimately responsible for ensuring the airworthiness of aircraft?  The pilot in command |
| No person may assault, threaten, intimidator interfere with a crewmember in the performance of the crewmember’s duties aboard an aircraft being operated.  True |

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| Under Part 91 of the Fars, it is ok to drop an object from an aircraft. So long as the proper precautions have been performed, ensuring the safety of persons and property.  True |
| No person may act or attempt to act as a crewmember of a aircraft with a blood alcohol concentration greater than or equal to  .04 |
| Under Part 91, what portable electronic devices are allowed to operate during flight.  Any device the PIC has determined will not interfere with communication or navigation equipment.  Portable Voice recorders and electric shavers, Hearing aids and Heart pacemakers. |
| Filing a National Aeronautics and Space Administration (NASA) Report, protects pilots against any violations including those involved in accidents and criminal offenses.  False |
| Each PIC shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include-  Runway Lengths, ATC traffic delays, Fuel Required, Aircraft Performance- (weight and hover In ground effect), Alternate Airports, Weather, and Runway lengths. |
| Simulated instrument may be conducted during VFR conditions when?  The Aircraft is equipped with dual controls and the Safety Pilot holds at least a Private Pilots license in the same category and class. |
| Anytime there is no patient on board, a Med-Crew member may act as a Safety Pilot for Simulated Instrument Flight.  False |
| Which Aircraft has the right-of-way? Airplane, Balloon, Glider, Rotorcraft?  Balloon. |
| When two aircraft are approaching head-on, what is the proper procedure?  Each aircraft turns to the right |
| Under part 91, what is the minimum safe altitude a helicopter can operate at over a congested area?  An altitude that allows one to land safely without the use of the engine |
| When operating **below** 18,000ft MSL what altimeter setting should one use while enroute?  The current reported field elevation of a station along the route and within 100nm of the aircraft. |

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| ATC light gun signals: **In Air,** A Flashing Red light means what?  Airport unsafe-do not land |
| ATC light gun signals: **In Air,** Alternating red and grey light means what?  Exercise extreme caution |
| ATC light gun signals: **In AIr,** Steady green light means what?  Cleared to land |
| ATC light gun signals: **In Air,** Steady Red light means what?  Give way to other aircraft and continue circling |
| ATC light gun signals: **In Air,** Flashing Green light means what?  Return for landing (followed by study green at proper time) |
| While operating on or in the vicinity of an airport in Class G airspace, a helicopter must avoid the flow of fixed-wing traffic.  True |
| Temporary restriction on flight operation during abnormally high barometric pressure conditions.  When barometric pressure on the route of flight currency exceeds or will exceed **31** inches of mercury, no person may operate an aircraft or initiate a flight. |
| VFR Flight plan: Information required?  Aircraft ID, Type of Aircraft, Full name and address of PIC, Time of proposed departure, Route, cruise altitude, true airspeed, point of landing, arrival time, and any additional information ATC believes is necessary. |
| Part 91: No person may begin a flight in a rotorcraft under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least \_\_\_\_ minutes.  20 minutes |
| What are the basic VFR weather minimums for **Class B** airspace?  3 statue miles visibility / clear of clouds |
| What are the basic VFR weather minimums for **Class C** airspace?  3 statue miles visibility / 500ft below, 1000ft above, and 2000ft horizontal |
| What are the basic VFR weather minimums for **Class D** airspace?  3 statue miles visibility / 500ft below, 1000ft above, and 2000ft horizontal |

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| What are the basic VFR weather minimums for Class E airspace below 10,000ft MSL?  3 statue miles visibility / 500ft below, 1000ft above, and 2000ft horizontal |
| What are the basic VFR weather minimums for Class E airspace above 10,000ft MSL?  5 statue miles visibility / 1000ft below, 1000ft above, 1 statue mile horizontal |
| Under Part 91: What are the basic Helicopter VFR weather minimums (DAY) for Class G airspace below 1200ft AGL?  1 statue mile visibility / Clear of Clouds |
| Under Part 91, what are the basic Helicopter VFR weather minimums (Night) for Class G airspace below 1200ft AGL?  1 statue mile visibility / Clear of Clouds |
| Under Part 91, what are the basic Helicopter VFR weather minimums (DAY) for Class G airspace above 1200ft AGL, but below 10,00ft MSL?  1 statue mile visibility / 500ft below, 1000ft above, and 2000ft horizontal |
| Under Part 91, what are the basic Helicopter VFR weather minimums (Night) for Class G airspace above 1200ft AGL, but below 10,00ft MSL?  3 statue miles visibility / 500ft below, 1000ft above, and 2000ft horizontal |
| Under Part 91, what are the basic Helicopter VFR weather minimums for Class G airspace above 1200ft AGL and above 10,00ft MSL?  5 statue miles visibility / 1000ft below, 1000ft above, 1 statue mile horizontal |
| Under Part 91: What are the special VFR weather minimums for Helicopters  Remain clear of clouds |
| When flying a Westerly heading, what are the VFR Cruising Altitudes?  MSL: 4500, 6500, 8500 |
| When flying an Easterly heading, what are the VFR Cruising Altitudes?  MSL: 3500, 5500, 7500 |
| How often must an ELT be inspected?  Every 12 months |
| Under Part 91: The use of Position Lights is NOT required during the periods of Sunset to Sunrise.  False |
| When is a Transponder required?  In Class A, B, C airspaces, and at altitudes above 10,000ft |
| When is the Transponder required to have an inspection?  Every 24 months |
| Under Part 91: when a devotion has occurred because of an emergency, when must the PIC submit a written report?  When requested by the administrator |
| If a Pilot deviates from the rules of Part 135 due to an emergency, within how many days must they notify the FAA?  Within 10 days (excluding Saturdays, Sundays, and Federal Holidays) |
| Under Part 135: Whenever a pilot encounters a potentially hazardous meteorological condition or an irregularity in a ground facility or Navigation aid in flight, the knowledge of which the pilot considers essential to the safety of other flights, the pilot shall?  Notify the appropriate ground radio station as soon as practicable |
| Under Part 135, a weapon cannot be carried on-board an aircraft unless?  The person is authorized by the State or Federal Government to carry arms the Crewmember and or other persons are authorized by the certificate holder to carry arms |
| Under Part 135, a portable fire extinguisher is required to be located?  Located on the Flight Deck for use of flight crew |
| Under Part 135, what instruments must our aircraft have to operate at night carrying passengers?  Anticollision light, Instrument lights, flashlight having two D cells or equivalent, slip s skid indicator, gyroscopic bank and pitch indicator, and a gyroscopic direction indicator. |
| Under Part 135, ALL Rotorcraft must be equipped with a working Radio Altimeter.  True |
| Under Part 135, when operating over water when may a helicopter operate beyond autorotational glide distance from the shoreline.  When each occupant is equipped with an FAA approved life preserver that is equipped with a survivor locator light, and the Helicopter is equipped with an approved 406 MHz ELT with 121.5 MHz homing capability. |
| Under Part 135: Except when necessary for takeoff and landing, no person may operate a Helicopter under VFR over a congested area with an altitude is less than?  300 feet |
| Under Part 135 Non-HEMS operations: No person may operate a helicopter under VFR in Class G airspace at an altitude of 1,200 feet or less above the surface or within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport unless the viability is at least?  1/2 mile day / or 1 mile at night |
| No Person may operate a helicopter under VFR unless that person has visual surface reference or, at night, visual surface light reference, sufficient to safety control the helicopter.  True |
| Under Part 135: No person may begin a flight operation in a helicopter under VFR unless it has enough fuel to fly to the point of intended landing and, assuming normal cruise fuel consumption, to fly after that for at least?  20 minutes |
| For weather planning purposes if a U.S National Weather Source is Not available, can a pilot takeoff under VFR using their own observations?  Yes |
| It is legal to takeoff with frost, ice, or snow adhering to the rotor blade as long as it removes itself in flight.  False |
| Pertaining to the .293 and .299 checkrides, the Pilot is held to the PTS standards of their Certificate and Ratings  True |
| According to Part 135: How many hours of rest is required before start of shift?  10 |
| According to Part 135: As an unschedule signal Pilot operation, what is the maximum amount of hours one can fly in a quarter?  500 |
| According to Part 135: As an unschedule signal Pilot operation, what is the maximum amount of hours one can fly in 2 consecutive quarters?  800 |
| According to Part 135: As an unschedule signal Pilot operation, what is the maximum amount of hours one can fly in a year?  1400 |
| As of April 24, 2017 an instrument rating is no longer required for VFR helicopter air ambulance operations?  False |
| As of April 24, 2017 no person may operate a helicopter in air ambulance operations unless that helicopter is equipped with a helicopter terrain awareness and warning system (HTAWS).  True |
| After April 23, 2018 it is NO longer required to have a Flight Data Monitoring System equipped in a Helicopter for HAA operations.  False |
| What are the HAA non-local non-mountainous Class G Day VFR weather requirements?  800ft ceiling and 3sm visibility |
| What are the HAA non-local non-mountainous Class G Night Aided weather requirements?  1000ft ceilings and 3sm visibility |
| What are the HAA non-local mountainous Class G Night Aided weather requirements?  1000ft ceilings and 5sm visibility |
| What are the HAA non-local mountainous Class G Day VFR weather requirements?  1000ft ceilings and 3sm visibility |
| For all HAA Day Operations the PIC must ensure that all terrain and obstacles along a route must be cleared vertically by no less that 500ft.  False |
| For all HAA Night Operations the PIC must ensure that all terrain and obstacles along a route must be cleared vertically by no less that 300ft.  False |
| The medical personal must be briefed prior to each HAA operation on all things listed on FAR 135.117 and 135.621  True |
| Meteorology |
| What is a characteristic of stable air?  Restricted visibility, usually caused by haze and smoke, is a characteristic of stable air. |
| What causes wind?  Wind, which is the movement of air, is caused by pressure differences in the atmosphere. |
| Streamers of precipitation trailing beneath clouds but evaporating before reaching the ground are known as what?  Virga |
| What are the minimum requirements for the formation of a thunderstorm?  For a thunderstorm to form, the air must have:  1. Sufficient moisture.  2. An unstable lapse rate.  3. An initial upward boost (lifting) to start the storm process in motion. |
| In a TAF, what does "SHRA" stand for?  rain showers |

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| What is the process by which ice can form on a surface directly from water vapor on a cold, clear night?  Sublimation is the process in which ice forms on a surface directly from water vapor on a cold, clear night. The water does not become a liquid as it passes from water vapor to ice. |
| The weather conditions normally associated with unstable air are:  Unstable air is characterized by cumuliform clouds, showery precipitation, rough air (turbulence), and good visibility except in blowing obstructions. |
| When flying from a high- to a low-pressure area in the Northern Hemisphere, the wind direction and velocity will be circular in what direction?  The wind circulation in the Northern Hemisphere is clockwise out of a high and counterclockwise into a low. When flying from a high-pressure area into a low-pressure area, the wind will blow from the left. The wind velocities are generally higher in a low-pressure area than in a high-pressure area. |
| ASOS is designed to support aviation operations and weather forecast activities. The ASOS will provide continuous minute-by-minute observations and perform the basic observing functions necessary to generate an aviation routine weather report (METAR) and other aviation weather information. True/False?  A:True |
| Maximum downdrafts in a microburst encounter may be as strong as 6000 feet per minute. True/False?  True |
| Hail, an in-flight hazard, is most likely to be associated with what kind of clouds?  The in-flight hazard of hail is most likely to be associated with cumulonimbus clouds. |
| A squall line is usually associated with what kind of front?  A squall line is a non-frontal, narrow band of active thunderstorms that often develops ahead of a fast-moving cold front in moist, unstable air. |
| One of the most dangerous features of mountain waves is the turbulent areas in and \_\_\_\_\_\_\_\_\_ “rotor” clouds, or bands of stratocumulus clouds that appear to remain stationary, parallel to the range, and stand a few miles leeward of the mountains.  Below |
| A moist, cold air mass that is being warmed from below is characterized, in part, by \_\_\_\_\_\_\_\_ and \_\_\_\_\_\_\_\_\_\_\_\_\_\_, since when a moist, cold air mass is warmed from below, it becomes unstable.  Showers/Thunderstorms |
| Tornadoes are most likely to occur with which type of thunderstorms?  Tornadoes are most likely to occur in steady-state thunderstorms associated with cold fronts or squall lines. |

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| To determine the freezing level and areas of probable icing aloft, you should refer to which product?  Hazardous weather, (i.e., IFR, icing, and turbulence conditions), are included in the In-Flight Aviation Weather Advisories (convective SIGMET, SIGMET, and AIRMET). |
| Which type of cloud is associated with violent turbulence and a tendency toward the production of funnel clouds?  Cumulonimbus mamma. Frequently occurs in connection with violent thunderstorms and tornadoes. The cloud displays rounded irregular pockets or festoons from its base and is a signpost of violent turbulence. |
| What is the wind shear forecast in the following TAF?  TAF KCVG 231051Z 231212 12012KT 4SM -RA BR OVC008 WS005/27050KT TEMPO 1719 1/2SM -RA FG FM1930 09012KT 1SM -DZ BR VV003 BECMG 2021 5SM HZ=  WS005/27050KT  low level wind shear at 500 feet, wind 270 degrees at 50 knots |
| The ratio of the existing water vapor in the air, as compared to the maximum amount that could exist at a given temperature, is called what?  Relative humidity |
| How long do the maximum intensity winds last in an individual microburst?  An individual microburst will seldom last longer than 15 minutes from the time it strikes the ground until dissipation. The horizontal winds continue to increase during the first 5 minutes, with the maximum intensity winds lasting 2 to 4 minutes. |
| Cool air must sink to force the warm air upward in thermals. Therefore, in small-scale convection, thermals and downdrafts coexist side by side. The net upward displacement of the air must equal the net downward displacement. Strong thermals have proportionately increased sink in the air between them. True/False?  True |
| Which situation would most likely result in freezing rain?  Freezing rain is most generally caused by rain falling from air which has a temperature of more than 0°C into air having a temperature of 0°C or less. |
| Advection fog is formed as a result of what?  Advection fog forms when moist air moves over a colder surface. |
| The general circulation of air associated with a high-pressure area in the Northern Hemisphere is in what direction?  In the Northern Hemisphere, the air circulating out of a high-pressure area flows outward in a clockwise direction, and as it leaves, it descends. |
| An increase in temperature with an increase in altitude is referred to as what?  An inversion |
| Large hail is most commonly found in thunderstorms which have strong updrafts and large liquid water content. Hail is usually produced during the mature stage of the thunderstorm's life span. Hailstones may be thrown upward and outward from a storm cloud for several miles. True/False?  True |
| When flying low over hilly terrain, ridges, or mountain ranges, the greatest potential danger from turbulent air currents will usually be encountered on which side when flying into the wind?  Leeward side |
| When the visibility is greater than 6 SM on a TAF, it is expressed as what?  Expected visibilities greater than 6 miles are forecast as a "plus 6SM" (P6SM) |
| Which primary source should be used to obtain forecast weather information at your destination for the planned ETA?  A Terminal Aerodrome Forecast (TAF) is a concise statement of the expected meteorological conditions at an airport during a specified period (usually 24 hours). |
| A moist, warm air mass that is being cooled from below is characterized, in part, by which? Smooth air, cumuliform clouds, or showers and thunderstorms?  Smooth air |
| Cool air moving over a warm surface is generally characterized by what? Instability and showers; stability, fog and drizzle; or instability and continuous precipitation?  Instability and showers |
| When warm air moves over a cold lake, what weather phenomenon is likely to occur on the leeward side of the lake?  Fog |
| What type weather can one expect from moist, unstable air and very warm surface temperature?  Strong updrafts and cumulonimbus clouds can be expected from moist, unstable air and a very warm surface temperature |
| The most rapid accumulation of clear ice on an aircraft may occur when flying through what kind of clouds when the temperature is between 0°C and -15°C, cumuliform, stratiform, or dry snow?  Cumuliform |
| Advection fog is usually more extensive and much more persistent than radiation fog. Advection fog can move in rapidly, regardless of the time of day or night. True/False?  True |
| What are the standard temperature and pressure values for mean sea level?  The standard sea level temperature is 15°C (59°F), and the standard sea level atmospheric pressure is 29.92 inches of mercury, or 1013.2 millibars |

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| What is a typical characteristic of a stable air mass?  Continuous precipitation is a characteristic typical of a stable air mass. |
| As density altitude increases, which will occur to true airspeed and groundspeed if a constant indicated airspeed is maintained in a no-wind condition?  The cloud types that form in an air mass are normally determined by the stability of the air that is being lifted. Stratiform clouds normally form in stable air, and cumuliform clouds normally form in unstable air. |
| Which type of fog is most commonly associated with warm fronts?  Precipitation-induced fog |
| Convective SIGMETs are issued for which weather conditions?  1. Severe thunderstorms due to surface winds greater than or equal to 50 knots or hail at the surface greater than or equal to 3/4 inches in diameter or tornadoes;  2. Embedded thunderstorms;  3. Lines of thunderstorms; or  4. Thunderstorms greater than or equal to VIP level four affecting 40% or more of an area at least 3,000 square miles. |
| Precipitation beginning to fall from the cloud base signals that a downdraft has developed and the thunderstorm cell has entered its initial, mature or dissipating stage?  Mature |
| Which in-flight advisory would contain information on severe icing - PIREP, SIGMET or CONVECTIVE SIGMET?  SIGMET |
| When flying from a high- to a low-pressure area in the Northern Hemisphere, the wind direction and velocity will be from the right or left, and increasing or decreasing?  Left, increasing |
| What feature is associated with the cumulus stage of a thunderstorm? Lightning, continuous updrafts, or beginning of rain at the surface?  Continuous updrafts |
| In what part of a thunderstorm is hail most likely to be encountered?  Hail is most likely encountered beneath the anvil cloud of a large cumulonimbus |
| What information would be covered in an AIRMET – severe turbulence, extensive mountain obscuration, or hail ¾” or greater?  Extensive mountain obscuration |

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| Which precipitation type usually indicates freezing rain at higher altitudes?  Rain falling through colder air may become super-cooled, freezing on impact as freezing rain; or it may freeze during its descent, falling as ice pellets. Ice pellets usually indicate freezing rain at a higher altitude. |
| What information is contained in a CONVECTIVE SIGMET in the conterminous United States?  1.Tornadoes  2. Lines of thunderstorms  3. Embedded thunderstorms  4. Hail greater than or equal to 3/4-inch diameter |
| In what part of the atmosphere does most weather occur?  Most of the weather occurs in the lower layer of our atmosphere, which is called the troposphere |
| The average lapse rate in the troposphere is what?  The average lapse rate (change in temperature with altitude) is 2°C per 1,000 feet. |
| Which is the primary driving force of weather on the Earth?  The Sun |
| Density altitude may be determined by correcting what?  Density altitude is found by correcting pressure altitude for nonstandard temperature. |
| Which condition could be expected if a strong temperature inversion exists near the surface?  If the wind above the inversion is relatively strong, a low-level wind shear zone may develop between the calm and the stronger winds above it. |
| When the relative humidity decreases and the temperature increases, what happens to the dew point spread?  The dew point spread increases |
| You may anticipate fog when the temperature-dew point spread is what?  5 degrees F or less and decreasing |
| If clouds form as a result of very stable, moist air being forced to ascend a mountain slope, the cloud type and turbulence will be what?  When very stable, moist air is forced to ascend a mountain slope, the clouds will be stratus type with little vertical development and little or no turbulence |
| One condition necessary for the formation of fog is – calm air; visible moisture; or high relative humidity?  High Relative Humidity |

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| Vertical visibility is shown on Terminal Aerodrome Forecasts (TAF) reports when the sky is: overcast; obscured; or partially obscured?  When the sky is totally obscured, vertical visibility into the obscuration is forecast in the format 'VVhhh' where VV denotes vertical visibility and hhh is the expected vertical visibility in hundreds of feet. |
| **Operations Specifications** |
| The certificate holder is authorized to conduct:  On Demand operations in Common Carriage pursuant to Title 14 CFR section 119.23(b) |
| When do our Operations Specifications expire?  They don’t provided the certificate holder continues to meet the requirements of Part 119 as specified for certification |
| Is AMRG authorized to use business names such as “Valley Med Flight” and “Guardian Flight Wyoming”?  Yes |
| According to the Ops Specs can the certificate holder conduct ferry or training flights under Part 91?  Yes, provided not conducted for compensation or hire and no charge of anykind is made for the flight. |
| What is defined as, “A task or function a person MUST do”  Duty |
| Are we allowed to conduct cargo operations at night, under VFR flight rules with our EC130T2 helicopters?  Yes |
| Are AMRG pilots allowed to use an average of all passenger weights when calculating weight and balance?  No. Actual weights must be used |
| Can AMRG conduct scheduled helicopter operations?  No |
| Are AMRG pilots allowed to do some types of preventative maintenance when operating an aircraft in remote areas?  Yes. In accordance with AMRG’s PMSP. |
| Who is the Agent for Service?  Nathan Word |

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| Is it allowed for AMRG to franchise or share the authority to operate under its certificate?  No |
| What is the name of the Weather Source that AMRG is authorized to use for obtaining and disseminating of weather information for the control of flight operations?  Schneider “Eclectic” [Sic] |
| Are AMRG HAA pilots authorized to use local flying area weather minimums?  No |
| Are HAA operations authorized in and out of Off Airport/Off Heliport locations at night?  Yes |
| On what web-based platform are we allowed to store pilot training records?  Flight and Duty Tracker |
| The company is required to maintain, distribute and otherwise make available the certificate holder’s GOM in accordance with Part 135. How does AMRG do this, and what paragraph of the operations specifications clarifies this?  Via electronic access. A025-1/2 (d) Table 3 |
| In Paragraph A050 Helicopter Night Vision Goggle Operations, why aren’t pilots authorized to use the “Local” column of weather minimums?  “See A021” |
| Prior to conducting an HNVGO, each crewmember is required to do what check in reference to what document?  L3 (Litton) Aviators Night Vision Goggle Pre-Flight and Post-Flight Inspection; Operators manual for ANVIS Model M948/M949/M950 No. D205689-073 |
| The specifics about our EFB authorizations can be found in what paragraph?  A061 |
| How many lbs must be added to an “asked” passenger weight?  10 lbs. |
| Are “EMS” single engine helicopters operations required to use actual weights?  Not by A096-1(d)1 |
| Is helicopter N880GT allowed to be inspected in accordance with an approved aircraft inspection program?  Yes |
| In the Operations Specifications, where would you be able to fine a list of aircraft that AMRG is authorized to use for operations under Part 135.  D085 |
| Are NVG sets specific to the aircraft tail numbers?  No, the NVGs are not aircraft specific. |
| With respect to AMRG’s MEL (EC130T2 and AS350B3), what is the maximum time of deferral and repair for a Category C item, and when does that time start?  10 consecutive calendar days, excluding the day the malfunction was recorded in the maintenance log/record |
| Can category B, C, and D MEL items be extended?  No, just category B and C items may be granted a one-time extension |
| What is the Time-in-Service Interval for the Turbomeca Arriel 2D?  4000 hours or 15 years; whichever occurs first |
| How often must the oxygen cylinders with the Lifeport STC SR01952LA be hydrostatically tested?  Every 36 months |
| What is the weighing interval for the AS350B3s in AMRG’s fleet?  36 Months |
| According to our Operations Specifications, what is a medical crewmwmber?  A person with medical training who is assigned to provide medical care and other crewmember duties related to the aviation operation during flight. |
| What is AMRG’s Certificate Number?  7AJA299N |
| **General Operations Manual** |
| What is the purpose of the GOM?  The purpose of this manual is to assure the utmost in safety of operations as well as the general efficiency of the Aviation Department. |
| In what 3 locations can the current revision of the GOM be found?  electronically on company assigned EFB devices, online at www.flightdutytracker.com (FDT),  via AMRG intranet following individual user login |
| Who are the personnel authorized to exercise Tier 1 operational control?  Director of Operations, Director of Maintenance, Chief Pilot |
| What is the Pilot in Command’s authority?  The Pilot in Command of the aircraft is at all times directly responsible for, and is the final authority as to, the operation of that aircraft. |
| After how many days of not having flown a route/into an airport is a PIC required, before flight, to become familiar with all available information required for the safe operation of that flight?  90 |
| What is the Pilot in Command ultimately responsibility for?  The Pilot in Command is ultimately responsible for the safety of his or her passengers. |
| Flights with medical personal on board must be conducted under what FAR Part?  Part 135 |
| Who retains all responsibility for the operational control of aircraft operations and the safety of each flight conducted under the AMRG Air Carrier Certificate?  The Director of Operations |
| Which personnel are authorized to conduct Tier 1 operational control?  The Directors of Operations and Maintenance and the Chief Pilot. Tier 1 operational control may be delegated to Flight Coordinator and Operational Control Specialist personnel under the supervision of the Director of Operations. |
| What is the definition of Tier 1 operational control?  The pairing of an eligible and qualified flight crew with an airworthy aircraft in order to accomplish a flight assignment. |
| What is Tier 2 operational control?  The tactical decision making authority granted to the PIC after Tier 1 personnel have agreed the flight can be accomplished safely and in IAW all applicable regulations and company policies. |
| Is a flight release number required for a pilot to execute a Part 135 flight? For a Part 91 flight?  Yes to both |
| What information, at a minimum, must be recorded by the Communications Specialist prior to releasing a flight?  a. Flight release number  b. Aircraft n-number  c. Departure & arrival airport  d. Flight rules being used (IFR or VFR)  e. Route of flight  f. ETE  g. Departure & arrival time  h. PIC name  i. Number of souls on board  j. Risk assessment number given by PIC  k. Tier 1 personnel approving flight initiation  l. Purpose of flight |
| From whom does the Communications Specialist have to obtain approval prior to releasing a maintenance test flight?  Pilot Manager On Call  What resources must the PIC use to determine if a flight can be conducted safely:  A:   1. AMRG OPSS 2. Applicable regulations 3. AMRG GOM 4. Aircraft limitations IAW the applicable RFM including: Maximum operating weights, Center of gravity limits, IGE and OGE hover performance, and range fuel requirements 5. AMRG policies & procedures 6. Departure/enroute/destination/alternate weather furnished by an approved U.S. National Weather Service source 7. NOTAMS distributed by the U.S. NOTAM Office. |
| If at any point along the planned route of flight, the ETA changes by more than \_\_\_\_\_ minutes or the PIC determines a deviation to a new destination is required, the PIC will relay this information to the Communications Specialist via the aircraft radio or satcom as soon as practical  5 |
| Must a new release number be issued prior to continuing on to another destination if a pilot lands at a location other than the originally planned destination for any reason?  Yes |
| Who is responsible for canceling an FAA flight plan?  PIC |
| What is required to tow or tug an aircraft?  No person shall tow or tug an aircraft using ground service equipment unless that person has been trained and is competent to operate the equipment. |
| What are the requirements for leaving an aircraft outside at an unsecured airport overnight?  Rotor straps, pitot covers, and intake and exhaust covers shall be installed whenever the aircraft is left unattended outside of a secure hangar. No aircraft shall be left unattended without closing and locking all aircraft doors. |
| What is the maximum commercial flight time a pilot is authorized to fly in single pilot operations in a 24-hour period?  24 Hours |
| What is the maximum period of availability to accept a part 135 assignment?  14 Hours |
| What is the minimum number of consecutive hours of rest required between flight availability periods?  10 Hours |

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| What are the requirements if circumstances preclude completing a flight segment prior to the end of the 14 hour availability period?  Consult with the Communications Center. At no time will a Part 135 flight exceed a 14 hour shift. |
| Are AMRG pilots authorized to fly, after the end of an assigned shift, under Part 91 to a location where adequate rest can be obtained?  Yes. As long as, in the flight crewmember’s best judgment, fatigue will not be a factor. If such transportation will exceed more than one hour past the flight crewmember’s regularly scheduled shift, the PIC will contact the Communication Center and PMOC for approval to reposition the aircraft. Ten consecutive hours of rest must begin after the flight crewmember has arrived at a location with suitable resting facilities. |
| Are flight crewmembers required to answer phone calls, pages or emails during their rest period, and is the company allowed to contact crewmembers during their rest period?  During the mandatory rest period a flight crewmember shall have no obligation towards the certificate holder other than to get adequate rest. AMRG will avoid repeated phone calls while crewmembers are not on duty. One attempted call, texting, or emailing the flight crewmember will not be considered an interruption of rest. |
| Are activities such as completing paperwork, fueling, parking and securing the aircraft required to be completed within the 14-hour shift period?  No. However, other duties such as these shall not be conducted during a rest period. Consecutive rest begins once the flight crewmember is free from all duty. |
| How soon is a pilot expected to acknowledge a page/text or call from the Communications Center?  Immediately |
| When alerted for a medical flight, a pilot should normally be able to be airborne how soon after notification?  10 minutes |
| How long after the completion of all commercial flights do pilots have to record them in Flight & Duty Tracker?  24 Hours |
| What is required prior to a pilot engaging in commercial flying outside of AMRG?  Written permission from the Director of Operations. |
| What class medical certificate are AMRG pilots required to maintain, and when should it be completed and turned into the Chief Pilot?  AMRG pilots are required to maintain at least a Second Class Medical Certificate. Pilots must complete their annual medical exam by the 20th day of the calendar month in which the medical exam is due. A copy of the completed Medical Certificate must be scanned and emailed or faxed to the Chief Pilot and received no later than the 25th day of the calendar month in which the medical exam is due. |

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| What Part weather minimums will AMRG pilots use for all flights?  Part 135, to include Part 91 flights. |
| No pilot shall permit a person to smoke within \_\_\_\_\_ feet of an aircraft being refueled, within \_\_\_ feet of an aircraft, and within \_\_\_ feet of any AMRG building or vehicle.  100/50/25 |
| What does the IMSAFE acronym stand for, per the AMRG GOM?  Illness, Medications, Stress, Alcohol, Fatigue, and Emotions |
| What does the AMRG No-Fault Fatigue policy mean?  If a pilot does feel impaired with fatigue to the extent that they cannot safely perform their duties and responsibilities as a pilot, they are obligated to report their fatigue to the com center and take themselves off the flight schedule. |
| The GOM defines four prohibitions on serving as a crewmember concerning alcohol or medication/drug use. They are:  1. Within 8 hours after the consumption of any alcoholic beverage  2. While under the influence of alcohol  3. While using any drug that affects the person’s faculties in any way contrary to safety  4. While having an alcohol concentration of 0.04 or greater in a blood or breath specimen. |
| Before takeoff and landing, each pilot shall determine wind direction using what methods?  Each pilot will determine the wind direction by means of a wind indicator, ASOS/AWOS, or communication with an approved weather observer. For takeoff, the pilot may use his or her own observation. |
| What publications, in current and appropriate form, shall be kept in the cockpit and used by the pilot?  1. A current Aircraft Flight Manual  2. A current normal operations aircraft checklist, required by 135.83(b)  3. Pertinent aeronautical charts for all VFR and IFR operations. |
| Can AMRG pilots accept and/or knowingly transport hazardous materials?  No. See the Hazardous Materials chapter of the GOM for further guidance. |
| Which of two checklist usage methods shall AMRG pilots utilize?  Either the step-by-step read then-do checklist method, or a flow check do/verify method where he/she completes several items, then verifies via the printed checklist before proceeding to the next section of the checklist. |

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| If a pilot encounters deteriorating weather conditions while conducting VFR operations, what are the four options a pilot shall choose from?   1. If weather conditions and regulations permit, and safety of flight can be assured; continue the flight under IFR (if approved); 2. Divert to an alternate airport/heliport or other suitable area where the patient(s) can be transferred by other means of transportation, if applicable; 3. Return to the departure point, if practical and if weather conditions and/or fuel reserves permit. 4. Land the aircraft in a suitable area if none of the above options will work. |
| Are AMRG pilots authorized to drop objects from aircraft?  No, unless it is in conjunction with an event specifically approved by AMRG management and the PIC has determined that a hazard will not exist for persons on the ground. |
| What is required for a pilot to depart on or continue a flight with a failed Electronic Flight Bag?  1 – Transition to an alternate source of chart data such as the back up EFB;  2 \_ If prior to departure, print required charts and information from the internet;  3 – If all chart sources fail, the PIC will obtain the necessary information to complete the flight to the intended point of landing from a company frequency, sat phone, ATC, other pilots or any reliable means necessary to obtain correct charting information |
| Ensure that EFB computers are not exposed to temperatures less than \_\_\_ degrees F or greater than \_\_\_\_ degrees F, or as directed by the EFB Program Manager.  32/100 |
| Prior to departure, each pilot shall contact the Communication Center and relay the information required to be in a VFR flight plan. If no communication with the com center is possible, what other filing option is available for AMRG pilots to fulfill the requirement to file a flight plan?  If not using a company flight plan, flights shall be conducted on a VFR or IFR flight plan, which will be properly filed with the nearest FSS or ATC facility. |
| Under what circumstances can a pilot disable the Ground Proximity Warning System?  None. The pilot shall not disable the GPWS during ANY phase of flight. Nuisance warnings may only be cancelled after the pilot has verified the aircraft’s position with other navigation aids, aeronautical charts, or visual reference to the terrain. |
| What is “pilot shopping”?  Pilot shopping is an industry term relating to a potentially unsafe scenario where one pilot has declined a flight for weather or other factors and then another pilot is contacted for the same mission in hopes that they will be more bold and not decline the flight. AMRG does not engage in this practice. To mitigate this risk, AMRG reports cancelled flights to the Weather Turn Down service to share this information with other operators. |

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| In the Baldwin Risk Assessment Risk Status Bar, can a pilot take a flight with a Yellow Risk? How about an Orange Risk?  A Yellow, or “CAUTION” risk assessment can be mitigated by the pilot. An Orange, or “ELEVATED RISK” risk assessment requires management approval. Pilot can mitigate with OCC assistance. |
| Are there pre-launch risk assessment requirements beyond submitting a Baldwin Risk Assessment?  Yes. No HAA operation shall be initiated until acknowledgement of the RA has been received. This acknowledgement will be automatically transmitted by Baldwin to the pilot in three different places (their AMRG email, their individual Baldwin RA account notifications tab and a test to their duty pilot cell phone). This transmission occurs after the OCC reviews the submitted RA, concurs with the RA content and then hits the “Acknowledge” button on the submitted RA document. |
| What is a stabilized approach and where is it required?  For helicopters, once at or below 300 feet AGL, at other than an airport, the rate of descent will not be greater than 200 FPM until touch down. |
| What is a sterile cockpit?  The required cockpit status during critical phases of flight in which no flight crewmember may engage in, nor may any pilot in command permit, any activity which could distract any flight crewmember from the performance of his or her duties or which could interfere in any way with the proper conduct of those duties. |
| From what source can a pilot obtain a pre-flight weather briefing and what must it contain?  Weather briefings must be obtained from the US National Weather Service source or a source approved by A010 in the AMRG OPSS. It shall include, at a minimum:  1. Synopsis of current weather  2. Any applicable AIRMETS or SIGMETS  3. Current and forecast weather to exist during:  a. Terminal departure operations  b. Enroute operations  c. Terminal arrival operations  d. Alternate airport operations, if applicable  4. Winds and temperatures aloft  5. PIREPS, if available  6. NOTAM information |
| What are the AMRG GOM wind limitations?  Except during an inflight emergency, in no other circumstance, shall an AMRG pilot attempt to land an AMRG aircraft if the sustained surface winds exceed 50 knots. No pilot shall taxi an aircraft with the intention of departure or attempt a takeoff if the sustained surface winds exceed 50 knots. |
| Except in an emergency, or during a quick-turn required for a medevac, AMRG aircraft shall not be taxied, towed, or moved until a \_\_\_-minute gyro spin down time has been met after the engine shutdown.  20 |
| Pilots will use the term, “\_\_\_\_\_\_\_\_\_” in front of their aircraft’s registration number during voice communications with ATC when transporting medical patients or when enroute to pick up a medical patient.  MEDEVAC |
| What does the “red sock” signify in regards to maintenance? Who can remove it?  The red warning sock will be placed on the pilot’s cyclic stick as a visual warning indication that the aircraft has been removed from service for maintenance and shall not be flown. Only an Aircraft Technician has the authority to remove the red warning sock. |
| What does the “yellow sock” signify in regards to maintenance? Who can remove it?  The yellow warning sock will be placed on the pilot’s cyclic stick to indicate that maintenance has been performed on the aircraft. ONLY the Pilot has the authority to remove the yellow warning sock. |
| Can the pilot leave the pilot seat while the rotors are turning?  The controls of an aircraft WILL NOT be left unattended when the rotors are turning. The PIC must remain at the controls until the rotors have stopped. |
| There are no \_\_\_\_\_\_\_\_\_\_ established in A021. Pilots will use \_\_\_\_\_\_\_\_\_\_\_\_\_ minimums for all flights.  Local flying areas/cross country |
| No person may begin a helicopter flight operation under VFR unless, considering wind and forecast weather conditions, it has enough fuel to fly to the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_and, fly for at least an additional \_\_\_ minutes assuming normal cruising fuel consumption.  first point of intended landing/20 |
| Light accumulations of frost on the rotor system may be removed by means of the following procedure:  1. Follow normal starting and run-up procedures.  2. Shutdown the aircraft using normal procedures.  3. Visually (and tactile if possible) check all aircraft surfaces for evidence of frost.  4. All remaining frost must be removed.  5. If no frost is present, the helicopter may continue the assigned mission. |
| Are there any other frost removal procedures besides the normal start/shutdown procedure?  No. Other than putting the helicopter in a heated hangar, no other frost removal procedures are authorized. |
| Concerning HNVGO and external aircraft lighting, \_\_\_\_\_\_\_\_ lights will remain on for all night operations. The ­­­­­­­­­­­­­­­­­­­\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ may be turned off when the PIC determined that, because of operating conditions, it would be in the interest of safety to turn the lights off.  Position lights/ anti-collision light and/or strobe light(s) |

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| During enroute phases of HNVGO no pilot will operate below \_\_\_\_ feet AGL. Prior to initiating an approach, an aided high reconnaissance shall be conducted at or above \_\_\_\_ feet AGL.  500/500 |
| The decision to go-around should be made before descending below \_\_\_\_\_\_\_\_\_\_ or decelerating below \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. A decision to go-around should also be made if \_\_\_\_\_\_ contact with the touchdown point is lost.  Obstacles/ effective translational lift/visual |
| Concerning NVG currency, pilots must utilize night vision goggles while performing and logging \_\_\_\_ helicopter night vision goggle operations (HNVGO) as the sole manipulator of the flight controls. To carry passengers, the look back period begins \_\_\_\_ calendar months prior, not including the current month of the flight. To act as NVG pilot in command when passengers are not carried, the look back period begins \_\_\_\_ calendar months prior, not including the current month of the flight.  Six/two/four |
| For HNVGO operations below \_\_\_\_ feet AGL at least one other person, if required by the RFMS, shall be equipped with NVGs during the landing to assist in clearing the site. The other required person, when able, will be located on the side opposite the pilot, in either the front or back compartment.  300 |
| NVGs will not be issued or utilized if the \_\_\_\_ day inspection and recertification has lapsed  180 |
| Before entering instrument meteorological conditions (IMC), the pilot will attempt to take what three actions?  a. Circumnavigate local IMC  b. Turn away from the condition  c. Land at an appropriate alternate site |
| Pilots are required to add \_\_\_\_ day and \_\_\_\_ feet night to the highest obstacle along their route of flight. The route of flight is defined by a straight line from the departure point to the destination point, and it includes \_\_\_\_ miles to either side of this route.  300/500/two |
| The landing zone will be at least \_\_\_\_\_\_ the overall length and width of the helicopter to be used, and have a reasonable approach and departure path; which will not require exceeding the performance capability of the helicopter used. As a minimum, obstructions shall be cleared by \_\_\_ feet during approach and departure. When on the ground there will be a minimum of \_\_\_ feet clearance from obstructions.  twice/30/15 |

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| While enroute, AMRG helicopter pilots will maintain at least the following minimum altitudes:  DAY: \_\_\_\_ feet AGL  NIGHT: \_\_\_\_ feet AGL  DAY and NIGHT when ceilings are \_\_\_\_\_ feet or greater: \_\_\_\_\_feet AGL  300/500/1500/1000 |
| If after evaluating possible landing zones, the pilot finds that an ice landing operation best meets the mission requirements, then Ice Landing Operations are authorized. In order to land on ice, how thick must the ice be and how far from shore or the inlets of rivers or streams must the landing zone be?  16 inches/100 yards |
| Concerning scene or hospital landing sites, In the event that an area does not have a designated communications frequency or the frequency is unknown, the pilot will announce in the blind his or her intentions on which frequency?  123.025 |
| Pilots operating in controlled airspace designated to the surface may request an SVFR clearance for operations conducted beneath a ceiling reported as being less than \_\_\_\_\_ feet. AMRG pilots will utilize the following minimum cloud and visibility requirements for SVFR operations:  DAY: ­­­­\_\_\_\_ foot ceiling and \_\_ miles visibility. NIGHT: \_\_\_\_ foot ceiling and \_\_ miles visibility.  1000/700-2/800-3 |
| In the event the Satellite Tracking System becomes inoperative due to factors such as a faulty sending unit in the aircraft, a satellite outage, or a computer malfunction in the communications center, the pilot must make a position report to the Communications Center every \_\_\_\_ minutes.  15 |
| VFR flying requires the pilot to have sufficient ceiling and visibility to see and avoid obstructions, terrain and other traffic and to have \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ during the day and \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ at night in accordance with FAR 135.207.  visual surface reference/ visual surface light reference |
| Main rotors shall be tied down under which four following conditions:   1. Winds in excess of 20 knots, actual or forecast 2. Wind gust spread in excess of 15 knots, actual or forecast 3. Thunderstorms or other severe weather is forecast and hangar facilities are not available 4. Other aircraft are expected to be operating in the immediate area |

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| A pilot will execute a precautionary landing when he or she decides further flight is no longer advisable. The following four conditions are reasons for precautionary landings:  a. Maintenance difficulties  b. Adverse weather  c. Difficulties with a passenger  d. As deemed necessary by the PIC |
| No pilot may fly into known or forecast ­­­­­\_\_\_\_\_\_ or \_\_\_\_\_\_\_ icing conditions unless the helicopter being flown is approved for flight into known icing conditions. No pilot may fly an aircraft into \_\_\_\_\_\_\_ or \_\_\_\_\_\_\_\_ severe icing conditions.  Light/ moderate/known/ forecast |
| Pilots shall comply with the following items when thunderstorms are known or forecast to exist on or along the planned route of flight:  1. Ensure the departure or approach flight path will not be less than \_\_\_ miles from an existing thunderstorm.  2. Avoid flying \_\_\_\_\_\_\_\_\_\_\_\_\_ a thunderstorm.  3. Avoid thunderstorms by at least \_\_\_ miles while enroute.  10/beneath/20 |
| In an in-flight emergency requiring immediate action, the pilot may deviate from any FAR what extent? If a pilot deviates from the FAR for an emergency, what may be required afterwards?  To the extent required to meet that emergency/a written report of the deviation to the Administrator, if requested. |
| What is the pilot’s first responsibility during an emergency?  Flying the aircraft |
| Any aircraft which fails to arrive at any given destination within a \_\_\_ minute time factor of the most recent estimated time of arrival (ETA) will be considered overdue or missing. Upon expiration of the \_\_\_ minute time factor without communication, the flight coordinator is to initiate lost communications/overdue aircraft procedures.  30/30 |
| A pilot will execute a precautionary landing as soon as practical when he or she decides further flight is no longer advisable. List the four GOM specified reasons for precautionary landings:  1. Maintenance difficulties  2. Adverse weather  3. Difficulties with a patient and/or passenger  4. As deemed necessary by the PIC |
| If there is an emergency landing, a \_\_\_\_\_\_\_ call should be made by the PIC, if time permits. The \_\_\_\_\_\_\_\_ call should include location, nature of the emergency, assistance required, and number of persons on-board.  MAYDAY |
| Can AMRG aircraft transport hazardous materials?  No. AMRG will not accept and/or knowingly transport hazardous materials as defined by 49 CFR onboard the aircraft. |
| What is the transponder code for air piracy?  7500 |
| All pilots operating aircraft in the U.S. national airspace, if capable, will maintain a listening watch on VHF Guard, \_\_\_\_.  121.5 MHZ |
| **General Maintenance Manual** |
| Who may grant the authority to deviate from any company policy or procedures within the AMRG General Maintenance Manual?  The Director of Maintenance |
| No aircraft may be dispatched for flight unless all discrepancies recorded in the aircraft Daily Maintenance Record (DMR) in the Aircraft Logbook are corrected and an appropriate maintenance release issued, or are deferred to the Record of Deferred Maintenance (RODM) in accordance with the GMM and approved AMRG aircraft Minimum Equipment List (MEL) True/False?  True |
| A Pilot may perform the Secondary Maintenance Check only if there is not another company Aircraft Technician on site who is qualified to perform the check. True/False  True |
| A Secondary Maintenance Check (SMC) is required when maintenance is performed to the following systems:  Rotating components, flight controls, drive train, engine or engine controls, fuel controls and hydraulic system |
| The Red Maintenance Warning Sock may be removed by the pilot after he/she performs the Secondary Maintenance Check. True/False  False |
| Prior to releasing the aircraft for a Functional Check Flight, the Technician shall brief the Pilot on the system(s) and check(s) that are to be performed in flight prior to take off. True/False  True |

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| Should the Pilot determine the aircraft is not acceptable, who is responsible for making an entry in the Daily Maintenance Record stating the reason(s) why the aircraft did not pass the FCF?  The pilot is responsible. |
| After the Functional Check Flight is completed, the Pilot shall record the flight time, cycles, starts, as applicable and make the following entry (or a similarly worded entry) in the Corrective Action section of the Daily Maintenance Record?  Functional check flight completed for (state reason) found satisfactory, Functional check flight completed for (state reason) found unsatisfactory, date, aircraft total time, type of certificate and number of the person performing the check flight, signature |
| Unscheduled Vendor Maintenance Support is defined as:  maintenance support of company aircraft away from the aircraft base of operation or a company owned maintenance facility by persons other than company employees for repairing mechanical irregularities or other defects that may not be deferred in accordance with the appropriate aircraft MEL |
| Pilots must coordinate any Unscheduled Vendor Maintenance Support with the appropriate Maintenance Manager. True/False  False |
| Only the Director of Maintenance may authorize Unscheduled Vendor Maintenance Support. True/False  False |
| Who must the Communications Center receive authorization from for release of the aircraft for return to service prior to dispatching the aircraft for any flights?  Appropriate Maintenance Manager |
| All company aircraft listed on Operations Specification D085 for which there is an approved model fleet MEL as listed on \_\_\_\_\_\_ are authorized to use the applicable MEL for relief of inoperative equipment  D095 |
| Company FAA Approved MEL(s) will be kept on board each aircraft operated by AMRG applicable by aircraft model. True/False  True |
| Only an Aircraft Technician can perform (O) Operations procedures. True/False  False |
| Pilots who have been trained in accordance with an approved training procedure may perform certain Maintenance (M) procedures as allowed by provisions within the training procedure manual. True/False  True |

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| A missing (M) or (O) symbol in Column 7 of the MEL indicates that the item may be inoperative and that there are no (O) Operations or (M) Maintenance procedures to comply with. True/False  True |
| Who is authorized to issue MEL control numbers to Pilots or Technicians?  The Director of Maintenance |
| When the Pilot discovers an item of equipment that is inoperative, He/She shall enter the discrepancy in the Record of Deferred Maintenance. True/False  False |
| If the item of inoperative equipment has an operational restriction statement in column 7 and a “Y” in column 5 of the MEL, the Pilot shall add a “Flight Restriction” alert note in the deferral statement of the DMR entry and in the RODM entry as specified in figures 4.5-3 and 4.5-4.  True/False  True |
| What approval is required before AMRG is authorized to extend category A and D items?  FAA |
| What color shall the self-adhesive INOP placard preferably be?  Red or any other version of the color page |
| The DMR is a carbon form in triplicate copy. When do you remove the yellow copy from the aircraft logbook?  When the DMR page is closed out. |
| The DMR is a carbon form in triplicate copy. The Pink carbon copy is removed from the aircraft logbook when each DMR is closed out and filed for:  30 days |
| The DMR supplemental pages must be attached to?  The white original DMR page |
| When a discrepancy has been entered in the DMR by a Pilot that was subsequently determined to be invalid due to a misunderstanding of the proper operation of a system or component, after consultation with a Maintenance Manager, a Pilot shall:  Enter the text that was in error in the corrective action box with an explanation of what happened |
| The Short Term Due List (STDL) is a Next Due Maintenance Report generated from the  Aircraft maintenance technical database program |
| The STDL is updated \_\_\_\_\_\_\_\_\_\_\_\_\_and a current copy is available to all AMRG Maintenance and Operations Personnel on the Company Intranet portal.  Weekly |

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| AMRG shall submit each report required by 14 CFR 135.415, covering each 24-hour period beginning at 0900 local time of each day and ending at 0900 local time on the next day, to the FAA offices in Oklahoma City, Oklahoma. Each report of occurrences during a 24-hour period shall be submitted to the collection point within the next \_\_\_\_\_\_hours.  24 |
| AMRG shall mail or deliver to the CHDO, before the end of the \_\_\_\_ days of the following month, a summary report of reportable mechanical difficulties, malfunctions, or propeller featherings on multiengine aircraft for the preceding month.  10 |
| **Night Vision Goggles** |
| What is the "circular, transparent protective tissue that projects forward and protects the eye?"  The Cornea |
| What is "the opening in the center of the iris" which light passes through?  The pupil |
| What is "the round, pigmented membrane of the eye surrounding the pupil"  The iris |
| What does the iris do?  The iris adjust the size of the pupil by using its ciliary muscles, which are attached to the pupil in order to regulate the amount of light entering the eye. |
| What is the transparent, biconvex membrane located behind the pupil?  The lens |
| What does the lens do?  It directs (refracts) the light upon the retina. |
| Under what conditions are the Rods used?  The Rods are used at night or low-intensity light vision. (Scotopic) |
| What is the chemical produced by Rod cells?  The chemical Rhodopsin is in the Rods. For night vision to take place, Rhodopsin must slowly build up in the Rods. Rhodopsin is also called "Visual Purple". |
| Rods are about \_\_\_\_ times more sensitive to light than cones.  Rods are about 1000 times more sensitive to light than cones. |
| Explain the night blind spot.  The Central portion of the retina (the Fovea) is composed of all cones. Since cones cannot see in the dark, a night blind spot of 5-10 degrees develops. |

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| Explain the day blind spot.  The day blind spot results from the position of the optic nerve on the eye retina. There are no rods or cones on the optic nerve, therefore it creates a blind spot. This day blind spot is not noticed since we use both eyes to see (one eye overlaps the viewing area of the other eye). The day blind spot is 5.5 to 7.5 degrees wide. |
| Describe Photopic Vision.  Occurs during daylight or bright light. - Rhodopsin is bleached out.  - Produces sharp images and color vision. - Involves the cones only. |
| Describe Mesopic Vision.  -Occurs at dawn, dusk, and in full moonlight. - Reduces color vision and decreases visual acuity. - Involves both rods and cones. - Most dangerous time to fly. |
| Describe Scotopic Vision.  -Occurs at night. - Decreases visual acuity. 20/200 or less.  - Causes loss of color perception. - Causes night blind spot. - Requires us of peripheral vision and recognition of objects by silhouettes. - Involves the rods only. |
| What are the visual deficiencies?  Presbyopia Night Myopia Myopia Hyperopia and Astigmatism |
| What is "astigmatism?"  Astigmatism is an unequal curvature of the cornea that may cause an out-of-focus condition. If an astigmatic person focuses on a vertical plane (power poles) the horizontal plane (wires) will be out of focus in most cases. |
| Dark adaptation definition?  Dark adaptation is the process by which the eyes increase their sensitivity to low levels of illumination.  What are the defects that are an immediate cause for rejection of NVGs?  Flickering or Flashing of one or both monoculars, Edge Glow, Emission Points, Shading, Intermittent Operation |
| What are cosmetic blemishes that you can experience using NVGs?  Black Spots, Image Disparity, Image Distortion, and Output Brightness Variation |
| What causes "Fixed-Pattern Noise" (or Honeycomb)?  Honeycomb usually occurs at high light levels or when viewing very bright lights. |
| How do you tell if a "bright spot" is part of the image you are looking at or a defect in the tube?  Bright Spots can be checked by cupping your hand over the lens to block out the light. If the Bright Spots go away, then you know it is only a cosmetic blemish. If the spot remains, it is an emission point and the tube is rejected. |
| What is the acuity of NVGs under optimum conditions?  20/25 |
| What is the field of view under NVGs?  40 degrees |
| What does the steady (or flashing) red light mean on the bottom of the ANVIS visor mount?  The steady (or flashing) red light on the bottom of the ANVIS visor mount alerts the user when remaining battery life is about 30 minutes |
| How do you clean the ANVIS lenses?  If necessary, clean and dry the lenses using clean water and lens paper. |
| What does the term "OSAP" mean?  "OSAP" stands for Optimal Sight Adjustment Point. The OSAP occurs when you adjust the goggles so that the optical axes of the goggles are aligned with your visual line of sight. |
| When using the OUTDOOR binocular focus adjustment procedure, you should focus in upon an object about \_\_\_\_ feet away.  During the OUTDOOR binocular focus adjustment procedure, you should look at a target about 250 feet away. |
| When using the INDOOR binocular focus adjustment procedure, you should focus in upon an object about \_\_\_\_ feet away.  During the INDOOR binocular focus adjustment procedure, you should look at a target about 20 feet away. |

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| While wearing the ANVIS, it is likely that you may fail to realize that you have entered IMC. What are some visual clues to prevent this?  Visual clues to alert you that you are entering IMC are: - Increased Halo Effect. - Increased "Image Noise" (like "snow" seen with poor TV reception). |