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1 3.5.1 Annex 2: Typ: MC 1 AviaExam22 9/29/2009 Pkt.: 1.00

Except when a clearance is obtained from an ATC unit, VFR flights shall not take off or land at an aerodrome within a CTR or enter the aerodrome traffic zone or traffic pattern when the

- ceiling is less than 1 500 ft or the ground visibility is less than 5 km.
- ceiling is less than 1 000 ft or the ground visibility is less than 5 km.
- ceiling is less than 2 000 ft or the ground visibility is less than 5 km.
- ceiling is less than 1 000 ft or the ground visibility is less than 8 km.

2 1. AIR LAW Typ: MC 1233 29 3/26/2009 Pkt.: 1.00

Which regulation in the Civil Aviation Act does the Director General of Civil Aviation have NO power to exempt and is expressly reserved to the Minister in Charge of Civil Aviation Authority?

- Operation of radio in aircraft
- Carriage of dangerous goods
- Carriage of munitions of war
- Prohibition of aircraft to fly.

3 1.7 Classess of Airspace Typ: MC 1075 1 3/26/2009 Pkt.: 1.00

Which of the following document is not carried by an aircraft registered in Kenya, on a flight, being international air navigation, for the purpose of aerial work?

- Load sheet
- crew licences
- technical log
- certificate of registration

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4 3.4.0.0.1 applicability Typ: MC 1356 1 11/20/2008 Pkt.: 1.00

The minimum flying experience required for grant of a CPL(A) in the case of a pilot in Kenya is?

- 200
- 1500
- 1000
- 250

5 3.14.0.2 AIP-KENYA Typ: MC 1244 6 3/26/2009 Pkt.: 1.00

What is the duration (in hours) prior to a flight authorization required by the Office of the President for flights requiring special clearances to North Eastern Province, etc?

- 12
- 24
- 48
- 72

6 3.14 National-Law Typ: MC 1429 11/1/2013 Pkt.: 1.00

The minimum flying experience required for grant of a CPL(B) in the case of a pilot in Kenya is?

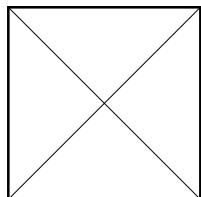
- 35 HOURS
- 200 HOURS
- 150 HOURS
- 10 HOURS

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7 1.2 Aircraft Operations Typ: MC 1198 1 3/26/2009 Pkt.: 1.00

Which of the following document is not to be carried by an aircraft registered in Kenya, on a flight, being international air navigation, for a purpose other than public transport or aerial work?

- certificate of airworthiness**
- crew licences**
- technical log**
- certificate of registration**



8 3.5.1 Annex 2: Typ: MC 2 AviaExam23 3/26/2009 Pkt.: 1.00

The final authority as to the disposition of the aircraft is the:

- Pilot-in-command.**
- ATC controller whenever the aircraft is flying in controlled airspace.**
- aircraft owner.**
- Operator.**

9 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1256 19 10/18/2005 Pkt.: 1.00

A white dumbbell with black stripes across each disc at right angles to the shaft indicates:

- all movements are confined to paved surfaces.**
- take-offs may be made on grass areas, but landings are confined to paved surfaces.**
- take-off and landings only is confined to paved areas.**
- aircraft may take-off and land on the grass if they wish.**

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10 3.4.0.0.1 applicability Typ: MC 1357 1 11/20/2008 Pkt.: 1.00

The minimum flying experience required for grant of a ATPL(A) in the case of a pilot in Kenya is?

- 2000
- 1500
- 1000
- 250

11 1.2 Aircraft Operations Typ: MC 1076 2 10/18/2005 Pkt.: 1.00

After an aircraft has been weighed and the position of the center of gravity determined, what is the normal period for the preservation of the weight records by the aircraft operator?

- 3 months
- 6 months
- 1 year
- 2 years

12 3.7.3.5.1 flight information service Typ: MC 1246 9 3/26/2009 Pkt.: 1.00

An ATS flight plan for an intended international flight must be filed at least:

- 30 minutes before departure time.
- 30 minutes before start clearance or taxi clearance is requested.
- 1 hour before departure time.
- 1 hour before start clearance or taxi clearance is requested.

13 1.5 Flight Crew Licenses Typ: MC 1199 3 11/4/2013 Pkt.: 1.00

For which of the following licence holder(s) do not require medical examination before licence initial issue or renewal?

- Flight radiotelephony operator
- Commercial pilot (airships)
- Commercial pilot (balloons)
- None of the above.

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14 3.5.1 Annex 2: Typ: MC 3 AviaExam24 3/26/2009 Pkt.: 1.00

The highest priority for landing is:

- an aircraft that is compelled to land (Emergency landing).**
- a military aircraft.**
- an aircraft on a diplomatic flight (Head of state).**
- an Air Ambulance carrying a very sick person needing immediate medical attention.**

15 3.8.1.0.2 applicability Typ: MC 1247 10 3/26/2009 Pkt.: 1.00

If having filed a flight plan, the aircraft lands at an aerodrome other than the planned destination aerodrome:

- the ATS will inform the planned destination aerodrome.**
- the pilot must inform the planned destination aerodrome within 30 minutes.**
- the pilot must inform a responsible person at the aerodrome stating the reason for the landing.**
- the pilot must inform the Area Control Centre or the planned destination aerodrome within 30 minutes of his planned ETA at that aerodrome.**

16 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1257 20 11/20/2008 Pkt.: 1.00

A marshaller with arms extended, palms facing inwards, then swung from the extended position inwards indicates:

- chocks are inserted.**
- Insert chocks.**
- Chocks away.**
- Cut engines(s).**

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17 1. AIR LAW Typ: MC 1235 1 3/26/2009 Pkt.: 1.00

Who has the authority for aircraft registration in Kenya?

- Managing Director Kenya Airports Authority
- Director General Kenya Civil Aviation Authority
- Commissioner Kenya Revenue Authority
- Registrar of Motor Vehicles

18 3.4.0.0.1 applicability Typ: MC 1358 9 11/20/2008 Pkt.: 1.00

The validity for Airline Transport Pilots Licence issued in Kenya is

- 6 months irrespective of age
- 12 months if the holder is 40 years or more
- 24 months if the holder is less than 40 years
- 6 months if the holder is 40 years or more.

19 1.4 Search And Rescue Typ: MC 1200 4 11/20/2008 Pkt.: 1.00

Search and Rescue Type I Sub-centers are:

- Air Traffic Control Units
- District Police Units
- Provincial Police Units
- Navy Base Units

20 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1258 21 10/18/2005 Pkt.: 1.00

A red square with a yellow diagonal inside the signal square indicates:

- aircraft may only land on paved areas.
- landing is prohibited.
- state of the manoeuvring area is poor.
- due to poor surface areas, only light aircraft may use the manoeuvring areas.

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21 3.7.3.5.2 alerting service Typ: MC 1201 7 3/26/2009 Pkt.: 1.00

Which of the following are internationally recognized distress frequencies?

- 121.5 MHZ and 243 MHZ only.**
- 121.5 MHZ, 243 MHZ, 500 KHZ and 2182 KHZ.**
- 121.5 MHZ., 243 KHZ, 500 KHZ and 2182 KHZ.**
- 121.5 MHZ, 243 KHZ, 500 MHZ and 2182 KHZ.**

22 3.5.1 Annex 2: Typ: MC 4 AviaExam25 11/20/2008 Pkt.: 1.00

An aircraft operating in accordance with VFR, above the sea at altitudes between 4500 ft and 9000 ft AMSL, outside controlled airspace shall maintain at least

- a distance from cloud of 1500 m horizontally and 1000 ft vertically and a flight visibility of 5 km.**
- a distance from cloud of 1000 m horizontally and 1000 ft vertically and a flight visibility of 5 km.**
- a distance from cloud of 1500 m horizontally and 1000 ft vertically and a flight visibility of 8 km.**
- a distance from cloud of 600 m horizontally and 1000 ft vertically and a flight visibility of 5 km.**

23 1.7 Classess of Airspace Typ: MC 1078 4 10/18/2005 Pkt.: 1.00

The following are the flight conditions (i.e VMC visibility and distance from cloud) while on a VFR flight in Class C airspace. Which one is not?

- Visibility 8 km at and above 10,000 ft amsl**
- Visibility 2 km below 10,000 ft amsl**
- Horizontal distance from cloud 1500 m**
- Vertical distance from cloud 300 m**

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24 3.7.1.3.2 scope of flight information Typ: MC 1248 11 2/5/2009 Pkt.: 1.00

Following what a pilot considers an airproxy situation, the initial report should be made:

- by radio to the ATS unit being worked at the time.
- by telephone to the KCAA immediately after landing
- by teleprinter using the AFTN immediately after landing.
- to the appropriate air traffic controlling unit by phone immediately after landing.

25 1.6 RVSM Typ: MC 1079 5 10/18/2005 Pkt.: 1.00

What is the expected Reduced Vertical Separation Minimum (in feet) requirement of aircraft separation between flight levels 290 and 410 in the Africa and Indian Ocean FIRs?

- 500
- 1000
- 1500
- 2000

26 1.4 Search And Rescue Typ: MC 1202 8 11/20/2008 Pkt.: 1.00

An aircraft involved in SAR seen rocking its wings is:

- directing another aircraft towards an aircraft or surface craft in distress.
- likely to be in turbulent air.
- directing a surface craft towards an aircraft or surface craft in distress.
- indicating search in the direction from which the aircraft is coming has been unfruitful.

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27 3.4.0.0.1 applicability Typ: MC 1359 13 11/20/2008 Pkt.: 1.00

The minimum age for a person to acquire an Airline Transport Pilot's Licence in Kenya is

- 18 years
- 24 years.
- 21 years
- 17 years

28 3.4.0.0.1 applicability Typ: MC 1360 2 2/9/2009 Pkt.: 1.00

To act as a member of flight crew for an aircraft registered in Kenya for the purpose of public transport one needs

- to hold ratings and validations of any contracting state
- to hold a student pilot licence from Kenya
- to hold an appropriate licence rendered valid under the Kenya Air Navigation Regulations
- any of the above

29 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1259 22 10/18/2005 Pkt.: 1.00

A succession of white lights fired from an aircraft in flight indicates it:

- has a very urgent message to communicate.
- is compelled to land.
- has suffered a total communication failure.
- is in imminent danger and requires immediate assistance.

30 1. AIR LAW Typ: MC 1239 4 3/26/2009 Pkt.: 1.00

The designated geographical location of an aerodrome is referred to as;

- Aerodrome beacon
- Aerodrome elevation
- Aerodrome reference point
- Name of aerodrome

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31 3.5.1 Annex 2: Typ: MC 5 AviaExam26 5/15/1994 Pkt.: 1.00

The VMC minima for an airspace classified as "B" above 10 000 feet MSL are:

- clear of clouds; 8 km visibility**
- 1 mile horizontally and 1 000 feet vertically from clouds; 5 km visibility**
- 2 000 metres horizontally, 1 000 feet vertically from clouds; 8 km visibility**
- 1 nautical mile horizontally and 1 000 feet vertically from clouds; 8 km visibility**

32 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1260 23 10/18/2005 Pkt.: 1.00

In order to reduce the number of accidents as a result of propellers and tail rotor strikes of all aircraft appropriate painting is made. What color is painted to anti-icing boots or stripes?

- Black and white**
- Black and red**
- Red and white**
- No painting**

33 3.5.1 Annex 2: Typ: MC 7 AviaExam28 5/15/1994 Pkt.: 1.00

A controlled flight is requested to inform the appropriate ATC unit whenever the average True Air Speed at cruising level varies or is expected to vary from that given in the flight plan by plus or minus:

- 5%**
- 3%**
- 2%**
- 10 %**

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34 1.4 Search And Rescue Typ: MC 1081 8 10/18/2005 Pkt.: 1.00

An aircraft involved in SAR seen rocking its wings is:

- directing another aircraft towards an aircraft or surface craft in distress.**
- likely to be in turbulent air.**
- directing a surface craft towards an aircraft or surface craft in distress.**
- indicating search in the direction from which the aircraft is coming has been unfruitful.**

35 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1363 19 11/20/2008 Pkt.: 1.00

The RCC will be notified immediately any report which has been received that an aircraft is considered to be in emergency when an aircraft is cleared to land and fails to land within _____ minutes of the estimated time of landing and communication has not been re-established with the aircraft.

- 5 minutes**
- 10 minutes**
- 15 minutes**
- 30 minutes**

36 3.5.1.0.2 RVSM Typ: MC 1243 5 11/20/2008 Pkt.: 1.00

What is the expected Reduced Vertical Separation Minimum (in feet) requirement of aircraft separation between flight levels 290 and 410 in the Africa and Indian Ocean FIRs?

- 500**
- 1000**
- 1500**
- 2000**

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37 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1270 33 3/26/2009 Pkt.: 1.00

An aerodrome elevation is the:

- elevation of the lowest point on the aerodrome.**
- mean elevation of the landing areas on the aerodrome.**
- elevation of the highest point of the landing area.**
- elevation of the aerodrome reference point.**

38 3.5.1 Annex 2: Typ: MC 8 AviaExam29 11/20/2008 Pkt.: 1.00

An aircraft equipped with SSR transponder which is intercepted by another aircraft shall immediately, unless otherwise instructed by the appropriate air traffic service unit, select Mode A

- Code 7700.**
- Code 7500.**
- Code 7600.**
- Code 7000.**

39 3.5.1 Annex 2: Typ: MC 9 AviaExam30 11/20/2008 Pkt.: 1.00

An aircraft which is intercepted by another aircraft shall immediately attempt to establish radio-communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the frequency

- 121.5 MHz. If no contact has been established, and if practicable, repeat this call on the frequency 243 MHz.**
- 121.5 MHz. If no contact has been established, and if practicable, repeat this call on the frequency 125.5 MHz.**
- 121.5 MHz. If no contact has been established, and if practicable, repeat this call on the frequency 282.8 MHz.**
- 243 MHz. If no contact has been established, and if practicable, repeat this call on the frequency 125.5 MHz.**

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40 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1263 26 10/18/2005 Pkt.: 1.00

Unless otherwise authorized, all VFR flights within the Nairobi FIR must squawk on mode A/3 code;

- 2000.
- 2077.
- 7600.
- 7700.

41 3.7.3.1.1 general air traffic services operating practices: Typ: MC 1203 9 11/1/2013 Pkt.: 1.00

An ATS flight plan for an intended international flight must be filed at least:

- 30 minutes before departure time.
- 30 minutes before start clearance or taxi clearance is requested.
- 1 hour before departure time.
- 1 hour before start clearance or taxi clearance is requested.

42 1.3 ICAO/AIP Typ: MC 1207 13 3/26/2009 Pkt.: 1.00

NOTAMs are circulated by:

- post.
- AFTN.
- telephone.
- supplements to A.I.P.

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43 3.5.1 Annex 2: Typ: MC 10 AviaExam32 9/29/2009 Pkt.: 1.00

Which manoeuvre will be executed by an intercepting aircraft if the pilot of this aircraft wants to communicate to the intercepted aircraft "YOU MAY PROCEED"?

- An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.
- Rocking aircraft twice in front of the intercepting aircraft, after acknowledgement by intercepted aircraft a slow level turn (normally to the left).
- Circling the intercepted aircraft in a counter-clockwise pattern for aeroplanes, in a clockwise pattern for helicopter.
- Rocking aircraft and flashing navigational lights at regular intervals.

44 3.1.4 Operators and pilots liabilities Typ: MC 1365 31 3/26/2009 Pkt.: 1.00

An Aircraft navigation lights are found to be unserviceable on the ground before flight. No repairs can be carried out:

- The aircraft may not be flown by day or by night.
- The aircraft may not be flown by day
- The aircraft may not be flown by night.
- All of the above

45 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1264 27 3/26/2009 Pkt.: 1.00

When overflying an aerodrome signal area and you see two red balls on a mast what does this mean?

- Balloon activities are in progress.
- Gliding is taking place.
- Take-off and landing directions do not necessarily coincide the permission of ATC.
- Aircraft may move on the manoeuvring area only with the permission of ATC.

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46 3.3.0.0.1 applicability Typ: MC 1366 32 11/20/2008 Pkt.: 1.00

The minimum height of letters permitted on the wing of an aircraft registered in Kenya is:

- 50 cm
- 30 cm
- 36 cm
- 20 cm

47 3.7.3.4.2 traffic and taxi circuits: selection of runway-in- Typ: MC 1367 35 11/20/2008 Pkt.: 1.00

On the manoeuvring area of a land aerodrome, right of way on the ground rule in the Air Navigation Regulations shall apply to:-

- aeroplanes only
- vehicles only
- aeroplanes and vehicles
- persons only

48 3.5.1 Annex 2: Typ: MC 11 AviaExam33 5/15/1994 Pkt.: 1.00

Which action shall be taken by an aircraft in the traffic pattern of an aerodrome, experiencing radio failure to indicate difficulties which compel it to land without requiring immediate assistance?

- The repeated switching on and off of the landing lights
- Switching on and off three times the landing lights
- Switching on and off four times the landing lights
- Switching on and off four times the navigation lights

49 3.7.3.1.1 general air traffic services operating practices: Typ: MC 1209 15 3/26/2009 Pkt.: 1.00

In the aerodrome directory, the code that indicates hours of sunrise to sunset is:

- HJ
- HI2
- HN
- HS

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50 3.5.1 Annex 2: Typ: MC 12 AviaExam34 5/15/1994 Pkt.: 1.00

If radio communication is established during an interception but communications in a common language is not possible, which phrase should be pronounced by the intercepting aircraft to request the intercepted aircraft to descend for landing?

- Descend
- Let down
- You land
- Descend for landing

51 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1267 30 10/18/2005 Pkt.: 1.00

The height (ft.) above ground of all the TMAs in the Nairobi FIR is:

- 500
- 1500
- 2500
- 3000

52 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1278 15 5/26/2010 Pkt.: 1.00

When shall an aircraft be expected to make a Special Air Report? When;

- Severe icing or turbulence is encountered
- A specific request is made before or during the flight
- The observed weather at any time differs significantly from the given forecast weather
- At specific points

53 3.9.1.2 Visual aids for navigation Typ: MC 1206 12 11/20/2008 Pkt.: 1.00

Reference is made to PAPI, the aircraft is on the correct glide slope when:

- both near and far bars are white.
- both near and far bars are red.
- the near bars are red and the far bars are white.
- the near bars are white and the far bars are red.

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54 3.5.1 Annex 2: Typ: MC 13 AviaExam35 5/15/1994 Pkt.: 1.00

If radio contact with the intercepting aircraft is established but communication on a common language is not possible, which phrase should be pronounced by the intercepted aircraft to communicate that he is unable to comply with the instructions received?

- CAN NOT
- CAN NOT COMPLY
- UNABLE TO COMPLY
- NOT POSSIBLE

55 3.7.3.4.4 control of aerodrome traffic: order of priority fo Typ: MC 1368 36 11/20/2008 Pkt.: 1.00

The commander of an aeroplane or a helicopter shall not be required to obey the marshalling visual signals referred to in the Air Navigation Regulations if,

- he is in two way communication with ATC unit
- in his opinion it is inadvisable to do so in the interests of safety
- in his opinion it is inadvisable to do so in the public interest
- it is inconvenient

56 1. AIR LAW Typ: MC 1241 21 2/9/2009 Pkt.: 1.00

An aircraft registered in Kenya sustains substantial damage on landing at a London Airport.

Which of the following statements is true?

- This is not a notifiable accident.
- This is a notifiable accident but there is no need for an immediate report to be sent to any authority in Kenya
- An immediate report must be sent to the appropriate authority.
- None of the responses is correct

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57 3.4.0.0.1 applicability Typ: MC 1369 37 11/20/2008 Pkt.: 1.00

What is the maximum flight time for flight crew flying for the purpose of public transport of an aircraft registered in Kenya during the period of twenty-eight consecutive days:-

- 105 hours
- 150 hours
- 80 hours
- 120 hours

58 3.5.1 Annex 2: Typ: MC 14 AviaExam36 5/15/1994 Pkt.: 1.00

A flashing red light from control tower during an approach to land means:

- The airport is unsafe, do not land
- The airport is temporarily closed, continue circling
- Give way to other aircraft in emergency
- Continue circling and wait for further instructions

59 3.9.1.1 aerodrome data Typ: MC 1254 17 11/20/2008 Pkt.: 1.00

Emergency distance as relates to a runway refers to:

- length of runway plus, stopway plus clearway.
- length of runway plus accelerate distance, plus stopway.
- length of runway plus clearway only.
- length of runway plus stopway only.

60 1. AIR LAW Typ: MC 1240 9 3/26/2009 Pkt.: 1.00

The validity for a Commercial Pilot Licence issued in Kenya for a pilot aged 45 years is;

- 6 months
- 12 months
- 18 months
- 24 months

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61 3.5.1 Annex 2: Typ: MC 15 AviaExam37 5/15/1994 Pkt.: 1.00

On aerodromes aircraft taxiing on the manoeuvring area of an aerodrome shall give way to:

- aircraft taking off or about to take off**
- other vehicles and pedestrians**
- other converging aircraft**
- all vehicles moving on the apron except the "follow me" vehicle**

62 1.3 ICAO/AIP Typ: MC 1089 16 10/18/2005 Pkt.: 1.00

Which United Nations body is responsible for civil aviation matters?

- ICAO**
- IATA**
- IFATCA**
- AFRASCO**

63 3.14.0.1 National-Law & differences Typ: MC 1370 38 11/20/2008 Pkt.: 1.00

A Kenya registered public transport aircraft which has a seating capacity of 200 is carrying 180 passengers. How many cabin attendants are required?

- At least 6**
- At least 7**
- At least 4**
- At least 5**

64 3.7.3.2.3 horizontal separation: lateral separation applicat Typ: MC 1255 18 11/20/2008 Pkt.: 1.00

An anti-collision light is defined as being:

- any of the lights displayed by an aircraft in flight by day or night.**
- a flashing red light in respect of both fixed wing and rotor craft.**
- a flashing red or white light in respect of fixed wing and a flashing red light in respect of rotor craft.**
- a flashing red or white light in respect of both fixed wing or rotor craft.**

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65 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1271 34 10/18/2005 Pkt.: 1.00

Which of the following signals is not found in the signal area?

- White dumb-bell
- Red and yellow stripped arrow
- A white letter H
- A blue double cross

66 3.5.1 Annex 2: Typ: MC 17 AviaExam535 6/28/1994 Pkt.: 1.00

Aircraft "A" with an ATC clearance is flying in VMC conditions within a control area. Aircraft "B" with no ATC clearance is approaching at approximately the same altitude and on a converging course. Which has the right of way?

- Aircraft "B" if "A" is on its left
- Aircraft "A" if "B" is on its right
- Aircraft "A" regardless of the direction which "B" is approaching
- Aircraft "B" regardless of the direction "A" is approaching

67 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1288 26 3/26/2009 Pkt.: 1.00

Which of the following conditions would cause a serious difficulty resulting into a hazard to aircraft?

- Faulty procedures
- Non-compliance of procedures
- Failure of ground facilities
- All of the options

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68 3.5.1 Annex 2: Typ: MC 16 AviaExam534 6/28/1994 Pkt.: 1.00

Unless otherwise prescribed, what is the rule regarding level to be maintained by an aircraft flying IFR outside controlled airspace?

- 1 000 feet above the highest obstacle within 8 kilometres of the estimated position of the aircraft
- 2 000 feet above the highest obstacle within 8 kilometres of course
- 1 000 feet above the highest obstacle within 8 nautical miles of course
- 2 000 feet above the highest obstacle within 8 nautical miles of course

69 3.6.4.0.1 general criteria (except tables) Typ: MC 1371 39 11/20/2008 Pkt.: 1.00

Two aircraft are approaching an airport for the purpose of landing. The right-of-way belongs to the aircraft;

- that is least manoeuvrable.
- at the lower altitude, but the pilot shall not take advantage of this rule to cut in front or to overtake the other aircraft.
- that is either ahead of or to the other's right regardless of altitude.
- that is to the left.

70 3.9.1.1 aerodrome data Typ: MC 1208 14 3/26/2009 Pkt.: 1.00

Except in emergency, operation into licensed or registered aerodromes is:

- open to any aircraft any time during notified hours of operation.
- allowed only with prior permission from the Kenya Civil Aviation Authority.
- allowed only with prior permission from Kenya Airports Authority.
- allowed only with prior permission from the registered owner of the aerodrome.

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71 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1293 32 3/26/2009 Pkt.: 1.00

The minimum height(feet) above ground level over the national parks/game reserves that an aircraft may fly, except in emergency or when landing or taking off is;

- 500
- 1000
- 1500
- 2000

72 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1274 37 10/18/2005 Pkt.: 1.00

What light should be directed to an aircraft on ground from an aerodrome to indicate "you may move clear of the maneuvering area"

- Continuous green light
- Continuous white light
- White flashes
- Green flashes

73 3.5.1 Annex 2: Typ: MC 18 AviaExam536 6/28/1994 Pkt.: 1.00

Which of the following actions shall be taken in case of a controlled flight deviates from the track?

- Adjust the heading of aircraft to regain track as soon as practicable
- Inform the ATC unit immediately
- If VMC, maintain this condition, waiting for the ATC instructions
- Notify ATC of the new track immediately and comply with instructions

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74 3.10.1.0.1 discription & purpose of AC Doc Typ: MC 1282 19 3/26/2009 Pkt.: 1.00

An Operations Manual must be carried on board a public transport aircraft with the exception of:

- A flight not intended to exceed 60 minutes and intended to take off and land at the same aerodrome.
- Solely for the purpose of training where it is not intended that the flight should exceed 2 hours.
- There are not exceptions; an Operations Manual must always be carried.
- a flight solely for the transport of government dignitaries.

75 1.1 Rules of the Air Typ: MC 1092 19 10/18/2005 Pkt.: 1.00

A white dumbbell with black stripes across each disc at right angles to the shaft indicates:

- all movements are confined to paved surfaces.
- take-offs may be made on grass areas, but landings are confined to paved surfaces.
- take-off and landings only is confined to paved areas.
- aircraft may take-off and land on the grass if they wish.

76 3.7.3.3.2 arriving aircraft: general procedures for arriving Typ: MC 1373 40 11/20/2008 Pkt.: 1.00

Aeroplane "A" is overtaking aeroplane "B", which aeroplane has the right-of-way?

- Aeroplane A, the pilot should alter course to the right to pass.
- Aeroplane B, the pilot should expect to be passed on the right.
- Aeroplane A, the pilot should alter course to the left to pass.
- Aeroplane B, the pilot should expect to be passed on the left.

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77 3.4.0.0.1 applicability Typ: MC 1372 10 11/20/2008 Pkt.: 1.00

The validity for Airline Transport Pilots Licence issued in Kenya is

- 6 months irrespective of age**
- 12 months if the holder is 40 years or more**
- 24 months if the holder is less than 40 years**
- 6 months if the holder is 40 years or more.**

78 3.4.0.0.1 applicability Typ: MC 1261 24 3/26/2009 Pkt.: 1.00

A person acting as a member of the crew of an aeroplane shall not be permitted to do so, if:

- he has consumed any alcohol within the past 8 hours.**
- the consumption of alcohol is a few litres.**
- he has alcohol smell.**
- None of the above.**

79 3.5.1 Annex 2: Typ: MC 19 AviaExam537 6/28/1994 Pkt.: 1.00

While on IFR flight, a pilot has an emergency which causes a deviation from an ATC clearance. What action must be taken?

- The appropriate ATC unit shall be notified of the action taken as soon as circumstances permit**
- Request an amended clearance or cancel the IFR flight plan**
- Submit a detailed report to ATC within 24 hours**
- Squawk 7700**

80 3.2.0.0.1 applicability Typ: MC 1262 25 11/20/2008 Pkt.: 1.00

After a subsequent weighing, the weight schedule for an aircraft with a valid Certificate of Airworthiness must be kept:

- until next subsequent weighing.**
- for at least thirteen months.**
- for at least three months.**
- for at least six months.**

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81 1.3 ICAO/AIP Typ: MC 1374 11 4/16/2009 Pkt.: 1.00

If adequate QNH altimeter setting reports to enable the pilot to determine the lowest flight level which will ensure terrain clearance cannot be provided owing to the scarcity of reporting station. Then, if the highest terrain en route is 10,000 feet, the permanent safe IFR flight level is:

FL 110

FL 115

FL 120

FL 125

82 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1276 39 10/18/2005 Pkt.: 1.00

Within how many days after deviation from rules of the air for the purpose of avoiding immediate danger should a pilot submit written particulars to the authority?

1 day

10 days

2 weeks

As soon as possible

83 3.4.0.0.1 applicability Typ: MC 1210 16 11/20/2008 Pkt.: 1.00

Which of the following personnel is not exempted from having or displaying a movement control pass at manned aerodromes controlled or restricted areas?

A ticketed passenger

A casual visitor with a daily sponsorship pass

Staff responding to an emergency

A flight crew member on duty with or without his/her licence

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84 1.1 Rules of the Air Typ: MC 1093 20 10/18/2005 Pkt.: 1.00

A marshaller with arms extended, palms facing inwards, then swung from the extended position inwards indicates:

- chocks are inserted.**
- Insert chocks.**
- Chocks away.**
- Cut engines(s).**

85 3.5.1 Annex 2: Typ: MC 20 AviaExam538 6/28/1994 Pkt.: 1.00

A signalman will ask the pilot to apply parking brakes by the following signals:

- Raise arm and hand, with fingers extended, horizontally in front of body , then clench fist**
- Arms down , palms facing inwards, moving arms from extended position inwards.**
- Crossing arms extended above his head**
- Horizontally moving his hands, fingers extended, palms toward ground**

86 1.1 Rules of the Air Typ: MC 1094 21 10/18/2005 Pkt.: 1.00

A red square with a yellow diagonal inside the signal square indicates:

- aircraft may only land on paved areas.**
- landing is prohibited.**
- state of the manoeuvring area is poor.**
- due to poor surface areas, only light aircraft may use the manoeuvring areas.**

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87 3.8.1.0.2 applicability Typ: MC 1298 37 3/26/2009 Pkt.: 1.00

All details dealing with filing of flight plans are shown in the:

- Aeronautical Information Circulars
- Aeronautical Information Publication
- Notams
- CAP 394

88 3.5.1 Annex 2: Typ: MC 22 AviaExam546 6/28/1994 Pkt.: 1.00

A red flare addressed to a flying aircraft means:

- Not with standing any previous instructions, do not land for the time being.
- Come back and land.
- Give way to another aircraft and hold the circuit.
- Dangerous airfield. Do not land.

89 1.1 Rules of the Air Typ: MC 1096 23 10/18/2005 Pkt.: 1.00

In order to reduce the number of accidents as a result of propellers and tail rotor strikes of all aircraft appropriate painting is made. What color is painted to anti-icing boots or stripes?

- Black and white
- Black and red
- Red and white
- No painting

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90 3.5.1 Annex 2: Typ: MC 21 AviaExam541 6/28/1994 Pkt.: 1.00

An aircraft is flying under Instrument Flight Rules in an area where the visibility is unlimited and the sky is clear (free of clouds), when it totally loses radio communications. The procedure to be followed is:

- land on the closest appropriate aerodrome, then advise Air Traffic Services of landing**
- adopt a VFR flight level and continue flight onto destination**
- continue flight onto destination, complying with last received clearances then with filed flight plan.**
- descend to En-route Minimum Safe Altitude and join closest airfield open to IFR operations**

91 3.14.0.1 National-Law & differences Typ: MC 1275 38 11/20/2008 Pkt.: 1.00

Which of the following is a hazard to flights over Lake Victoria?

- Flamingo birds**
- Lake flies**
- Fish**
- Indian crows**

92 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1287 25 10/23/2005 Pkt.: 1.00

When flying at night and you see white navigation lights of an aircraft about 4 NM ahead and whose range is decreasing, what is your flight risk with the seen aircraft?

- A risk of collision with the aircraft ahead exists and you should turn right to overtake it**
- A risk of collision exists and you should turn left immediately**
- No risk of collision exists maintain track**
- Carry out a procedure turn**

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93 3.6.2 Definitions and abbreviations Typ: MC 23 AviaExam1051 4/16/2009 Pkt.: 1.00

A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track.

The tracks are not reciprocal . The turn is called.

- Base turn**
- Procedure turn**
- Reversal procedure**
- Race track**

94 3.7.3.5.2 alerting service Typ: MC 1378 3 11/20/2008 Pkt.: 1.00

Flight Information Service, Alerting Services and Area Control Service within Nairobi FIR are provided by;

- Various approach controls as appropriate**
- Nairobi Approach**
- Nairobi Area Control Centre**
- Mombasa Approach**

95 1.2 Aircraft Operations Typ: MC 1097 24 2/9/2009 Pkt.: 1.00

A person acting as a member of the crew of an aeroplane shall not be permitted to do so, if:

- he has consumed any alcohol within the past 8 hours.**
- the consumption of alcohol is a few litres.**
- he has alcohol smell.**
- None of the above.**

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96 3.1.1.4.2 standards and recom. practices Typ: MC 1253 16 10/18/2005 Pkt.: 1.00

Which United Nations body is responsible for civil aviation matters?

- ICAO
- IATA
- IFATCA
- AFRASCO

97 1.2 Aircraft Operations Typ: MC 1098 25 10/18/2005 Pkt.: 1.00

After a subsequent weighing, the weight schedule for an aircraft with a valid Certificate of Airworthiness must be kept:

- until next subsequent weighing.
- for at least thirteen months.
- for at least three months.
- for at least six months.

98 3.9.1.2.4 signs Typ: MC 1212 19 11/20/2008 Pkt.: 1.00

A white dumbbell with black stripes across each disc at right angles to the shaft indicates:

- all movements are confined to paved surfaces.
- take-offs may be made on grass areas, but landings are confined to paved surfaces.
- take-off and landings only is confined to paved areas.
- aircraft may take-off and land on the grass if they wish.

99 3.6.4 Approach procedures Typ: MC 24 AviaExam1053 11/20/2008 Pkt.: 1.00

An OCA is referenced to:

- the mean sea level
- the Aerodrome Reference Point
- the relevant Runway Threshold
- an Aerodrome Elevation

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100 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1302 41 3/26/2009 Pkt.: 1.00

Except in emergency, operation into a Kenya Wildlife Service licensed or registered aerodrome is;

- open to any aircraft any time during notified hours of operation.
- allowed only with prior permission from the Kenya Civil Aviation Authority.
- allowed only with prior permission from Kenya Airports Authority.
- allowed only with prior permission from Kenya Wildlife Service.

101 1.4 Search And Rescue Typ: MC 1221 28 3/26/2009 Pkt.: 1.00

Following a forced landing, you require medical assistance. To aid SAR, the visual signal to lay out will be in the shape of letter:

- S
- V
- W
- X

102 3.9.1.2 Visual aids for navigation Typ: MC 1213 20 11/20/2008 Pkt.: 1.00

A marshaller with arms extended, palms facing inwards, then swung from the extended position inwards indicates:

- chocks are inserted.
- Insert chocks.
- Chocks away.
- Cut engines(s).

103 3.10.1.2.0 description, purpose and use of A/C Typ: MC 1312 6 3/26/2009 Pkt.: 1.00

An aircraft may fly without a certificate of airworthiness;

- If it is any aircraft flying in accordance with the A conditions or B conditions.
- If it is a glider being used for public transport purposes.
- If it is a balloon being used for public transport purposes.
- Any of the above

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104 3.6.5 Holding procedures Typ: MC 27 AviaExam1171 11/20/2008 Pkt.: 1.00

If for any reasons a pilot is unable to conform to the procedures for normal conditions laid down for any particular holding pattern, he should:

- advise ATC as early as possible.
- execute a non-standard holding pattern in accordance with the performance of his aeroplane.
- remain within the protected area, but may deviate from the prescribed holding.
- follow the radio communication failure procedure.

105 1.1 Rules of the Air Typ: MC 1099 26 10/18/2005 Pkt.: 1.00

Unless otherwise authorized, all VFR flights within the Nairobi FIR must squawk on mode A/3 code;

- 2000.
- 2077.
- 7600.
- 7700.

106 1.1 Rules of the Air Typ: MC 1100 27 2/5/2009 Pkt.: 1.00

When overflying an aerodrome signal area and you see two red balls on a mast , what does this mean?

- Balloon activities are in progress.
- Gliding is taking place.
- Take-off and landing directions do not necessarily coincide the permission of ATC.
- Aircraft may move on the manoeuvring area only with the permission of ATC.

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107 3.9.1.2 Visual aids for navigation Typ: MC 1214 21 11/20/2008 Pkt.: 1.00

A red square with a yellow diagonal inside the signal square indicates:

- aircraft may only land on paved areas.
- landing is prohibited.
- state of the manoeuvring area is poor.
- due to poor surface areas, only light aircraft may use the manoeuvring areas.

108 1.5 Flight Crew Licenses Typ: MC 1320 15 3/26/2009 Pkt.: 1.00

Other than for a flight radio telephony operator's licence , the licence of any holder who suffers any illness involving incapacity to undertake the functions of that licence shall be rendered suspended

- immediately the holder starts to suffer the illness
- if the illness persist for 20 days continuously
- the illness persists for 28 days continuously.
- if the illness persists for a continuous period of six months

109 3.6.2 Definitions and abbreviations Typ: MC 25 AviaExam1054 11/20/2008 Pkt.: 1.00

A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track:

- Procedure turn.
- Base turn.
- Race track.
- Reversal track.

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110 3.4.0.0.1 applicability Typ: MC 1383 5 3/26/2009 Pkt.: 1.00

An entry in a license specifying a privilege or limiting the effect of a privilege is referred to as;

- a endorsement
- a rating
- a limitation
- a notification

111 3.6.4 Approach procedures Typ: MC 26 AviaExam1055 11/20/2008 Pkt.: 1.00

One of the conditions to descent below the MDA on a circling approach is:

- The required visual references have been established and can be maintained.
- The landing runway and an alternative landing possibility (runway) are in sight.
- The horizontal Visibility is at least 5 NM and the Ceiling is 1500 ft or higher.
- The Ceiling is 1500 ft or higher.

112 3.6.5 Holding procedures Typ: MC 29 AviaExam1177 9/29/2009 Pkt.: 1.00

You have received instructions to hold over a radio fix. The published procedure is:

All turns to the right, 1 minute outbound, inbound Magnetic Track 052°.

You are approaching the fix on Magnetic Track 232°.

Select the appropriate entry procedure:

- either offset or parallel.
- offset only.
- parallel or direct.
- direct only.

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113 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1310 50 3/26/2009 Pkt.: 1.00

Requests for weather forecasts should be made at least?

- 2 hours before flight**
- 3 hours before flight**
- 6 hours before flight**
- 12 hours before flight**

114 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1295 34 10/23/2005 Pkt.: 1.00

Cross country flight means any flight during the course of which the aircraft is more than;

- 10 NM from the aerodromes of departure**
- 20 NM from the aerodromes of departure.**
- 30 NM from the aerodromes of departure**
- 40 NM from alternate aerodrome**

115 1.5 Flight Crew Licenses Typ: MC 1224 31 11/20/2008 Pkt.: 1.00

If you are below 40 years of age, what is the validity of your ATPL licence?

- 2.5 years**
- 2 years**
- 1 year**
- 6 months**

116 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1296 35 2/9/2009 Pkt.: 1.00

A red square panel with a yellow strip along each diagonal displayed in the signal square area of an aerodrome, indicates;

- Landing is prohibited**
- Exercise special care when landing**
- Normal safety services are not available.**
- All of the responses**

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117 3.6.6 Altimeter setting procedures Typ: MC 31 AviaExam1179 3/26/2009 Pkt.: 1.00

On flights in accordance with IFR, the change of the altimeter setting from QNH to Standard shall be made at the:

- transition altitude.
- transition layer.
- transition level.
- level specified by ATC.

118 3.6.5 Holding procedures Typ: MC 28 AviaExam1176 11/20/2008 Pkt.: 1.00

The outbound time in a holding pattern at 14000 ft or below in still air conditions is:

- 1 minute.
- 2 minutes.
- 1,5 minutes.
- 30 seconds.

119 3.8.1 Annex 15 Typ: MC 32 AviaExam1182 11/1/2013 Pkt.: 1.00

Which part the AIP contains a brief description of areas and/or routes for which meteorological service is provided?

- GEN
- ENR
- METEO
- AD

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120 3.9.1.2 Visual aids for navigation Typ: MC 1216 23 11/1/2013 Pkt.: 1.00

A continuous red light directed at an aircraft on the ground means the aircraft:

- must stop.
- must return to the parking area.
- must clear the manoeuvring area.
- may continue to hold, but must not take-off.

121 3.14.0.1 National-Law & differences Typ: MC 1290 28 11/20/2008 Pkt.: 1.00

An airship is classified as a;

- Heavier than air aircraft
- Mechanically driven aircraft
- Lighter than air aircraft
- Both mechanically driven aircraft and lighter than air aircraft

122 3.7.3.1.1 general air traffic services operating practices: Typ: MC 1387 7 11/20/2008 Pkt.: 1.00

A pilot experiencing a two-way radio communication failure may continue the flight in accordance with the current flight plan, arrange to arrive over the holding point as close as possible to ETA, transmit blind, commence descent at or as close as possible to EAT and land within of the time the descent should have started.

- 10 minutes
- 30 minutes
- 60 minutes
- 45 minutes

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123 3.8.1 Annex 15 Typ: MC 33 AviaExam1183 7/25/1994 Pkt.: 1.00

AIP

Which part of the AIP gives detailed information about refuelling facilities and the fuel grades available?

- AD
- ENR
- GEN
- FAL

124 1.1 Rules of the Air Typ: MC 1107 34 10/18/2005 Pkt.: 1.00

Which of the following signals is not found in the signal area?

- White dumb-bell
- Red and yellow striped arrow
- A white letter H
- Blue dumb-bell

125 3.7.3.4.4 control of aerodrome traffic: order of priority fo Typ: MC 1388 8 11/20/2008 Pkt.: 1.00

In the event of a missed approach:

Land at the aerodrome of destination if this can be achieved within _____ of the time descent from the holding point should have started.

- 10 minutes
- 15 minutes
- 30 minutes
- 45 minutes

126 3.7.3.4.4 control of aerodrome traffic: order of priority fo Typ: MC 1389 29 11/20/2008 Pkt.: 1.00

The anti-collision light is required to:

- Indicate the relative path of the aircraft to the observer.
- Indicate the extremities of the structure.
- Indicate that the engine is running.
- Indicate that the aircraft is ready to move out.

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127 3.8.1 Annex 15 Typ: MC 34 AviaExam1184 3/26/2009 Pkt.: 1.00

AIP

Which part of the AIP contains information relating to existing prohibited, restricted and danger areas?

- ENR
- GEN
- AD
- The AIP does not contain this information

128 3.4.0.0.1 applicability Typ: MC 1217 24 11/20/2008 Pkt.: 1.00

A person acting as a member of the crew of an aeroplane shall not be permitted to do so, if:

- he/she has consumed any alcohol within the past 8 hours.
- he/she has consumed any alcohol within the past 5 hours.
- the consumption of alcohol has impaired his/her ability to so act.
- she/he has any smell of alcohol on her/him.

129 1.7 Classes of Airspace Typ: MC 1109 36 2/9/2009 Pkt.: 1.00

A controlled airspace extending upwards from a specified limit above the earth is referred to as:

- Control zone
- Traffic zone
- Control area
- All the above

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130 3.8.1 Annex 15 Typ: MC 35 AviaExam1185 3/26/2009 Pkt.: 1.00

A notice containing information concerning flight safety, air navigation, technical, administration or legislative matters and originated at the AIS of a state is called:

- Aeronautical Information Circular (AIC).
- Aeronautical Information Publication (AIP).
- NOTAM.
- AIRAC.

131 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1297 36 10/23/2005 Pkt.: 1.00

An aerodrome traffic zone extends to 2,000 ft above aerodrome level and within a distance of;

- 3 nautical miles of its boundaries
- 3 nautical miles from the centre of the aerodrome
- 3000 yards of its boundaries.
- 4 nautical miles final to land

132 1.1 Rules of the Air Typ: MC 1110 37 10/18/2005 Pkt.: 1.00

What light should be directed to an aircraft on ground from an aerodrome to indicate "you may move clear of the maneuvering area"

- Continuous green light
- Continuous white light
- White flashes
- Green flashes

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133 3.14.0.1 National-Law & differences Typ: MC 1294 33 11/20/2008 Pkt.: 1.00

The organization responsible for the licensing aerodromes of in Kenya is;

- Kenya Civil Aviation Authority**
- Kenya Airports Authority**
- Kenya Police**
- Kenya Wildlife Services**

134 3.8.1 Annex 15 Typ: MC 37 AviaExam1187 7/25/1994 Pkt.: 1.00

Each contracting state shall provide an Aeronautical Information Service (AIS) in its territory and for areas in which the state is responsible for the Air Traffic Services outside its territory, and this shall include the preparation and origination of:

- Integrated Aeronautical Information Package.**
- Only AIP and NOTAMs.**
- AIP, NOTAMs, Circular and AIRAC.**
- Only NOTAMs and Circulars.**

135 3.2 ANNEX 8 - AIR WORTHINESS OF AIRCRAFT Typ: MC 1218 25 11/20/2008 Pkt.: 1.00

After a subsequent weighing, the weight schedule for an aircraft with a valid Certificate of Airworthiness must be kept:

- until next subsequent weighing.**
- for at least thirteen months.**
- for at least three months.**
- for at least six months.**

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136 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1323 18 3/26/2009 Pkt.: 1.00

Except when no doubt exists as to the safety of the aircraft and its occupants, the ATC Rescue Coordination Center will be notified immediately any report which has been received that an aircraft is considered to be in a state of emergency if no communication has been received from an aircraft within a period of _____ after the time a communication should have been received or from the time unsuccessful attempt to establish communication with such aircraft was first made; or when an aircraft fails to arrive within _____ of the ETA last notified to, or estimated by ATS units, whichever is later.

- 15 minutes/30 minutes
- 30 minutes/30 minutes
- 30 minutes/45 minutes
- 45 minutes/60 minutes

137 3.9.1.1 aerodrome data Typ: MC 38 AviaExam1191 7/25/1994 Pkt.: 1.00

"Instrument runways" are the following runways intended for the operation of aircraft using instrument approach procedures.

- Non precision approach runways, precision approach runways category I, II and III.
- Precision approach runways category I, II and III.
- Instrument approach runways, precision approach runways category I, II and III.
- Precision approach runways in general.

138 3.7.3.2.2 vertical separation: vertical separation applicati Typ: MC 1391 30 11/20/2008 Pkt.: 1.00

If an aircraft is maintaining FL 330, the minimum vertical separation of aircraft above it will be at:

- FL 350
- FL 340
- FL 370
- FL 360

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139 3.8.1 Annex 15 Typ: MC 36 AviaExam1186 3/26/2009 Pkt.: 1.00

A notice providing information on Rules of the Air, Air Traffic Services and Air Navigation Procedures and distributed in advance of its effective date is:

- An AIRAC.**
- A NOTAM RAC.**
- An ATS NOTAM.**
- An Advisory NOTAM.**

140 3.7.3.4.1 functions of aerodrome control towers: general, al Typ: MC 1219 26 11/20/2008 Pkt.: 1.00

An aircraft entering the Nairobi FIR from a neighboring FIR on an IFR flight and not yet assigned a squawk:

- shall operate transponder on Mode A/3 code 2000.**
- shall set transponder on Mode A/3 code 2077.**
- shall set transponder on Mode A/3 code 7600.**
- endeavour as much as practically possible to obtain code assigned immediately upon entering the FIR.**

141 1.1 Rules of the Air Typ: MC 1112 39 10/18/2005 Pkt.: 1.00

Within how many days after deviation from rules of the air for the purpose of avoiding immediate danger should a pilot submit written particulars to the authority?

- 1 day**
- 10 days**
- 2 weeks**
- As soon as possible**

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142 3.7.3.1.1 general air traffic services operating practices: Typ: MC 1393 31 11/20/2008 Pkt.: 1.00

An aircraft overtaking another in the air in Kenya whether climbing, descending or in level flight will alter course to the right except:

- An aircraft towing another aircraft or another object may turn to the right or to the left.
- A glider overtaking another glider may turn to the right or to the left.
- An aeroplane overtaking a glider may turn to the right or to the left.
- Glider overtaking a balloon may turn to the right or to the left.

143 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1300 39 10/23/2005 Pkt.: 1.00

A white dumbbell with black stripes across each disc at right angles to the shaft indicates;

- all movements are confined to paved surfaces.
- take-offs may be made on grass areas, but landings are confined to paved surfaces.
- take-off and landings only is confined to paved areas.
- aircraft may take-off and land on the grass

144 1.2 Aircraft Operations Typ: MC 1113 40 10/18/2005 Pkt.: 1.00

An aircraft of weight 8500 kg is under which category of wake turbulence?

- light
- Medium
- Heavy
- Fine

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145 3.9.1.1 aerodrome data Typ: MC 41 AviaExam1194 11/4/2013 Pkt.: 1.00

"Clearway" is defined rectangular area established to:

- Permit aircraft to make a portion of its initial climb to a specific height.
- Reduce the risk of damage to aircraft running off a runway.
- Protect aircraft during take-off or landing operations.
- Permit the aircraft to stop if it fails the take-off.

146 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1301 40 10/23/2005 Pkt.: 1.00

A succession of white lights fired from an aircraft in flight indicates it:

- has a very urgent message to communicate.
- is compelled to land.
- has suffered a total communication failure.
- is in imminent danger and requires immediate assistance

147 3.7.3.2.3 horizontal separation: lateral separation applicat Typ: MC 1395 32 1/22/2009 Pkt.: 1.00

The maximum flight level a VFR flight may maintain to Mombasa from Nairobi considering all the small lone hills available along the route is:

- FL 135
- FL 75
- FL 115
- FL 95

148 3.7.3.4.4 control of aerodrome traffic: order of priority fo Typ: MC 1220 27 11/20/2008 Pkt.: 1.00

When overflying an aerodrome signals area, you see two red balls on a mast.

What does this mean?

- balloon activities are in progress.
- gliding is taking place.
- take-off and landing directions do not necessarily coincide the permission of ATC.
- Aircraft may move on the manoeuvring area only with the permission of ATC

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149 3.7.1.3.3 operational flight information service broadcasts Typ: MC 1396 12 2/9/2009 Pkt.: 1.00

When is the use hand-held microphones for crew prohibited?

- during landings
- during take-offs
- in a controlled airspace below flight level 150
- all of the above

150 1.4 Search And Rescue Typ: MC 1115 16 10/23/2005 Pkt.: 1.00

An aircraft making an emergency signal should first always;

- Call on the emergency frequencies of 500KHZ or 121.5MHZ
- Call the ATS which they have already established communication
- Call the ATS unit which is known to be within the range
- Either call the ATS which they have already established communication or call the ATS unit which is known to be within the range

151 1.4 Search And Rescue Typ: MC 1116 17 2/24/2009 Pkt.: 1.00

The alert phase (ALERFA) of an aircraft emergency is defined as a;

- A situation where in uncertainty exists as to the safety of an aircraft and its occupants
- A situation where in apprehension exists as to the safety of an aircraft and its occupants
- A situation where in there is reasonable certainty that an aircraft and its occupants are threatened by grave danger or require immediate assistance
- All of the statements.

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152 3.9.1.1 aerodrome data Typ: MC 40 AviaExam1193 7/25/1994 Pkt.: 1.00

"TODA" take-off distance available is:

- The length of the take-off run available plus the length of clearway available (if provided).
- The length of the runway available plus the length of clearway available (if provided).
- The length of the take-off run available plus the length of the stop way and clearway (if provided).
- The length of the take-off run available plus the length of the stop way.

153 3.7.3.5.1 flight information service Typ: MC 1397 37 11/20/2008 Pkt.: 1.00

In Kenya, the airspace in which aircraft fly is known as:

- Infinite Flight Information Region
- Kenyan Flight Information Region
- Nairobi Flight Information Region
- Controlled and Non-controlled Airspace Flight Information Region

154 3.6.6 Altimeter setting procedures Typ: MC 1398 38 11/20/2008 Pkt.: 1.00

A high ground of 7995ft is spreading across a ground track for a VFR flight from point "A" to "B". The minimum FL along this track on either direction is:

- FL 8995
- FL 85
- FL 90
- FL 95

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155 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1304 44 10/23/2005 Pkt.: 1.00

Which of the following personnel is not exempted from having or displaying a movement control pass at manned aerodromes controlled or restricted areas?

- A ticketed passenger
- A casual visitor with a daily sponsorship pass
- Staff responding to an emergency
- A flight crew member on duty with or without his/her licence

156 3.9.1.1 aerodrome data Typ: MC 47 AviaExam1200 7/25/1994 Pkt.: 1.00

The STOPWAY is a defined rectangular area on the ground at the end of take-off run available prepared as a suitable area where:

- An aircraft can be stopped in the case of an abandoned take-off.
- A landing aircraft can be stopped if overcoming the end of runway.
- A landing aircraft can be stopped only in emergency.
- An aircraft taking-off or landing can be stopped.

157 1.2 Aircraft Operations Typ: MC 1118 19 10/23/2005 Pkt.: 1.00

An Operations Manual must be carried on board a public transport aircraft with the exception of:

- A flight not intended to exceed 60 minutes and intended to take off and land at the same aerodrome.
- Solely for the purpose of training where it is not intended that the flight should exceed 2 hours.
- There are no exceptions; an Operations Manual must always be carried.
- a flight solely for the transport of government dignitaries.

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158 3.7.1.2.2 provision of air traffic control service Typ: MC 1400 39 2/9/2009 Pkt.: 1.00

An IFR traffic flying in non-controlled airspace and maintaining FL 280 may:

- Climb to FL 310 only with the authorization of the appropriate ATC unit.
- Climb to FL 310 without the authorization of the appropriate ATC unit but is only required to inform the ATC that it is doing so.
- Requires the appropriate ATC unit to issue full ATC clearance for it to climb to FL 310.
- None of the above is correct.

159 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1308 48 10/29/2008 Pkt.: 1.00

The controlled airspace extending upwards from a specified limit above the earth is referred to as:

- Control zone
- Traffic zone
- Control area
- Flight Information Region

160 3.10.1.2.0 description, purpose and use of A/C Typ: MC 1120 22 11/20/2008 Pkt.: 1.00

The following document or documents need not be carried on a public transport flight by an aircraft registered in Kenya when on an internal flight;

- Certificate of Registration only
- Certificate of Registration and Radio log book
- Crew licences only
- Certificate of Airworthiness

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161 1.4 Search And Rescue Typ: MC 1122 24 10/23/2005 Pkt.: 1.00

Which of the following codes will be used by rescue units to communicate with aircraft to show that they have found all the personnel?

- NN
- FF
- LL
- YY

162 3.9.1.2 Visual aids for navigation Typ: MC 50 AviaExam1204 7/25/1994 Pkt.: 1.00

Taxiway centre line lights other than an exit taxiway shall be:

- Fixed lights showing green.
- Fixed lights showing blue.
- Fixed lights showing yellow.
- Fixed lights showing white.

163 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1403 40 11/20/2008 Pkt.: 1.00

In Search and Rescue Operation, an aircraft which has forced landed in a remote district may contact amateur radio operator on the day and night frequency of:

- 7075 KHZ
- 500 KHZ
- 14150 KHZ
- 3650 KHZ

164 3.7.3.5.1 flight information service Typ: MC 1222 29 11/20/2008 Pkt.: 1.00

Aircraft flying between any point in Kenya and Mogadishu or any place in Ethiopia may land at Garissa or Lodwar for refuelling purposes only if AUW is not in excess of (kg.):

- 2272
- 2453
- 2722
- 3542

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165 1.1 Rules of the Air Typ: MC 1123 25 10/23/2005 Pkt.: 1.00

When flying at night and you see white navigation lights of an aircraft about 4 NM ahead and whose range is decreasing, what is your flight risk with the seen aircraft?

- A risk of collision with the aircraft ahead exists and you should turn right to overtake it
- A risk of collision exists and you should turn left immediately
- No risk of collision exists maintain track
- Carry out a procedure turn

166 3.9.1.2 Visual aids for navigation Typ: MC 51 AviaExam1207 7/25/1994 Pkt.: 1.00

In a precision approach category I lighting system, the centre line and crossbar lights shall be:

- Fixed lights showing variable white.
- Flashing lights showing variable white.
- Fixed lights showing variable green.
- Flashing lights showing variable green.

167 3.7.3.5.1 flight information service Typ: MC 1404 16 11/20/2008 Pkt.: 1.00

The search and rescue service in Kenya and such portions of the high seas that lie within the Nairobi FIR are under the co-ordination/direction of the;

- Kenya Red Cross Society
- KCAA Rescue units
- Provincial or District Office
- Police Station in the area

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168 3.9.1.2 Visual aids for navigation Typ: MC 52 AviaExam1208 7/25/1994 Pkt.: 1.00

The abbreviation PAPI stands for:

- Precision Approach Path Indicator.
- Precision Approach Path Index.
- Precision Approach Power Indicator.
- Precision Approach Power Index.

169 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1309 49 10/23/2005 Pkt.: 1.00

The forms on which captains in command of aircraft are required to record weather observations during flight and hand in at destination aerodrome's briefing units are called;

- AIREP
- SIGMET
- ROFOR
- PILOREP

170 3.7.1.2.2 provision of air traffic control service Typ: MC 1226 33 2/9/2009 Pkt.: 1.00

Which of the following VFR operations statement is correct?

- Special VFR flights are only allowed within the Control Zones
- An aircraft on IFR flight plan above flight level 150 when above clouds and in sight of ground is allowed to fly and maintain VFR-On-Top
- A visual approach is a completion of a VFR flight
- All of the options

171 1.1 Rules of the Air Typ: MC 1124 26 2/9/2009 Pkt.: 1.00

Which of the following conditions would cause a serious difficulty resulting into a hazard to aircraft?

- Faulty procedures
- Non-compliance of procedures
- Failure of ground facilities
- All of the options

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172 3.14.0.1 National-Law & differences Typ: MC 1328 26 9/29/2009 Pkt.: 1.00

Which of the following responsibilities is not FIRST required by an operator of public transport aircraft before an aircraft is permitted for a flight?

- designating the pilot in command
- aeronautical radio stations and navigation routes of intended and diversion routes are adequate for safe navigation
- destination and alternate aerodromes are suitable for the safety of aircraft
- None of the responses

173 3.11.1.3.1 procedures for pilots-in-command Typ: MC 1405 17 11/20/2008 Pkt.: 1.00

If an intercepting aircraft which has intercepted another aircraft makes an abrupt climbing turn through 90° or more, the message implied is;

- you have been intercepted.
- you may proceed.
- follow me.
- turn around and fly out of the restricted area you have entered immediately.

174 3.9.1.2 Visual aids for navigation Typ: MC 53 AviaExam1218 7/25/1994 Pkt.: 1.00

The "PAPI" shall consist of:

- A wing bar of 4 sharp transition multi-lamp or paired units equally spaced.
- Two wing bars of 4 sharp transition multi-lamp or paired units equally spaced.
- Two wing bars of 6 sharp transition multi-lamp or paired units equally spaced.
- A wing bar of 2 sharp transition multi-lamp equally spaced.

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175 3.1.3 PIC authority and responsibility regard. safety Typ: MC 1227 34 11/20/2008 Pkt.: 1.00

When is it compulsory for an aircraft which is required by the regulations to carry two pilots to have both of them at the controls?

- In Turbulence
- On take off only
- On landing only
- Both on take off and on landing

176 3.9.1.2 Visual aids for navigation Typ: MC 54 AviaExam1219 7/25/1994 Pkt.: 1.00

In the "PAPI" system the pilot during an approach will see the two units nearest the runway as red and the two units farthest from the runway as white when:

- On or close to the approach slope.
- Above the approach slope.
- Below the approach slope.
- Only on the approach slope.

177 3.11.1.3.2 procedures for pilots-in-command Typ: MC 1407 19 11/20/2008 Pkt.: 1.00

The ATC Rescue Coordination Center will be notified immediately any report which has been received that an aircraft is considered to be in emergency when an aircraft is cleared to land and fails to land within _____ minutes of the estimated time of landing and communication has not been re-established with the aircraft.

- 5 minutes
- 10 minutes
- 15 minutes
- 30 minutes

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178 3.9.1.2 Visual aids for navigation Typ: MC 49 AviaExam1203 7/25/1994 Pkt.: 1.00

How many red lights must a pilot see, whose aircraft, in final approach, is following a normal glide path defined by a PAPI?

2.

3.

None.

1.

179 1.2 Aircraft Operations Typ: MC 1126 28 10/23/2005 Pkt.: 1.00

An airship is classified as a;

Heavier than air aircraft

Mechanically driven aircraft

Lighter than air aircraft

Both mechanically driven aircraft and lighter than air aircraft

180 3.13.1.0.2 applicability Typ: MC 1408 20 11/20/2008 Pkt.: 1.00

An immediate report of the particulars of a notifiable accident occurring to any civil aircraft in Kenya must be sent to;

The Director of Accidents.

The Secretary General Airworthiness section.

The Director General of Civil Aviation.

The Police Commissioner

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181 3.7.1.1.1 objectives of ATS, division of ATS Typ: MC 1268 31 10/18/2005 Pkt.: 1.00

Which of the following CORRECTLY completes this statement?

VFR flight shall not fly in a Control zone or enter an aerodrome traffic zone;

- without permission from an ATC Unit at anytime.
- when ground visibility is reported to be less than 5 km and cloud ceiling is below 1500 ft above ground.
- when instrument approaches are in progress and the visibility at the aerodrome is reported less than 1.5 km.
- if the aircraft cannot remain at least 1 mile horizontally and 1000 ft vertically away from cloud and in a flight visibility of at least 8 km.

182 3.9.1.2 Visual aids for navigation Typ: MC 55 AviaExam1220 7/25/1994 Pkt.: 1.00

In the case of parallel runways, each runway designation number shall be supplemented:

- By a letter - for example 2 parallel runways "L" and "R" - for 3 "L", "C" and "R".
- By a number like "0" and "01" for 2 parallel runways.
- By a letter for 2 parallel runways.
- By a letter - for example 3 parallel runways "L" and "R" and the central has no letter.

183 3.9.1.1 aerodrome data Typ: MC 48 AviaExam1202 7/25/1994 Pkt.: 1.00

"ASDA" (Acceleration Stop Distance Available) is:

- The length of the take-off run available plus the length of stop way (if stop way provided).
- The length of the runway plus the length of stop way available (if stop way provided).
- The length of the take-off run available plus the length of stop way and clearway (if provided).
- The length of the take-off run available plus the length of the clearway.

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184 3.4.0.0.1 applicability Typ: MC 1266 29 10/18/2005 Pkt.: 1.00

What is the minimum age (in years) of a CPL general flight examiner?

- 18
- 25
- 30
- 35

185 3.7.1.2.2 provision of air traffic control service Typ: MC 1346 23 11/20/2008 Pkt.: 1.00

All aircraft operating at, or into, aerodromes at which no Air Traffic Service is provided must broadcast their position and intentions on VHF frequency:

- 118.0MHz
- 118.2 MHz
- 118.5 MHz
- 119.7 MHz

186 3.9.1.2 Visual aids for navigation Typ: MC 56 AviaExam1222 7/25/1994 Pkt.: 1.00

Taxiway edge lights shall be:

- Fixed showing blue.
- Fixed showing green.
- Fixed showing yellow.
- Flashing showing blue.

187 1.2 Aircraft Operations Typ: MC 1128 30 10/23/2005 Pkt.: 1.00

When is it compulsory for an aircraft which is required by the regulations to carry two pilots to have both of them at the controls?

- In turbulence
- On takeoff only
- On landing only
- Both on take off and landing.

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188 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1314 8 11/3/2008 Pkt.: 1.00

In the event of a missed approach:

Land at the aerodrome of destination if this can be achieved within _____ of the time descent from the holding point should have started.

- 10 minutes**
- 15 minutes**
- 30 minutes**
- 45 minutes**

189 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1313 7 11/3/2008 Pkt.: 1.00

A pilot experiencing a two-way radio communication failure may continue the flight in accordance with the current flight plan, arrange to arrive over the holding point as close as possible to ETA, transmit blind, commence descent at or as close as possible to EAT and land within of the time the descent should have started.

- 10 minutes**
- 30 minutes**
- 60 minutes**
- 45 minutes**

190 3.13.1.0.2 applicability Typ: MC 1410 22 2/9/2009 Pkt.: 1.00

An aircraft registered in Kenya sustains substantial damage on landing at a London Airport.

Which of the following statements is true?

- This is not a notifiable accident.**
- This is a notifiable accident but there is no need for an immediate report to be sent to any authority in Kenya.**
- An immediate report must be sent to the appropriate authority.**
- None of the above is correct**

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191 3.9.1.2 Visual aids for navigation Typ: MC 57 AviaExam1223 7/25/1994 Pkt.: 1.00

Runway end lights shall be:

- Fixed unidirectional lights showing red in the direction of the runway.
- Fixed unidirectional lights showing white in the direction of the runway.
- Fixed lights showing variable red.
- Fixed lights showing variable white.

192 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1315 10 11/3/2008 Pkt.: 1.00

If adequate QNH altimeter setting reports to enable the pilot to determine the lowest flight level which will ensure terrain clearance cannot be provided owing to the scarcity of reporting station. Then, if the highest terrain en route is 10,000 feet, the permanent lowest safe west bound IFR flight level is:

- FL 110
- FL 120
- FL 130
- FL 150

193 3.7.1.3.3 operational flight information service broadcasts Typ: MC 1411 23 11/20/2008 Pkt.: 1.00

All aircraft operating in uncontrolled airspace and away from airstrips are expected to provide Operations Normal reports on what frequency?

- 118.0 MHz
- 118.2 MHz
- Company
- ATC Area Control Center

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194 1.1 Rules of the Air Typ: MC 1130 32 10/23/2005 Pkt.: 1.00

The minimum height(feet) above ground level over the national parks/game reserves that an aircraft may fly, except in emergency or when landing or taking off is;

- 500
- 1000
- 1500
- 2000

195 3.9.1.2 Visual aids for navigation Typ: MC 58 AviaExam1224 7/25/1994 Pkt.: 1.00

Runway threshold lights shall be:

- Fixed unidirectional lights showing green in the direction of approach to the runway.
- Fixed unidirectional lights showing white in the direction of approach to the runway.
- Fixed lights green colours.
- Fixed lights showing green or white colours.

196 1.2 Aircraft Operations Typ: MC 1131 33 10/23/2005 Pkt.: 1.00

The organization responsible for the licensing aerodromes of in Kenya is;

- Kenya Civil Aviation Authority
- Kenya Airports Authority
- Kenya Police
- Kenya Wildlife Services

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197 3.10.1.2.0 description, purpose and use of A/C Typ: MC 1231 38 11/20/2008 Pkt.: 1.00

Which document specifically authorizes a person to operate an aircraft in a particular geographic area?

- Air service licence**
- Air operators certificate**
- Dispatch release**
- Certificate of registration**

198 3.14.0.2 AIP-KENYA Typ: MC 1412 24 11/20/2008 Pkt.: 1.00

Notams are circulated by;

- post.**
- Aeronautical Information Circular**
- telephone**
- supplements to Aeronautical Information Publication.**

199 3.9.1.2 Visual aids for navigation Typ: MC 59 AviaExam1225 7/25/1994 Pkt.: 1.00

Runway edge lights excepted in the case of a displaced threshold shall be:

- Fixed lights showing variable white.**
- Fixed lights, white or yellow colour.**
- Fixed lights showing variable white or yellow.**
- Flashing white.**

200 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1317 12 2/9/2009 Pkt.: 1.00

When is the use hand-held microphones for crew prohibited?

- during landings**
- during take-offs**
- in a controlled airspace below flight level 150**
- all of the options**

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201 1.1 Rules of the Air Typ: MC 1132 34 10/23/2005 Pkt.: 1.00

Cross country flight means any flight during the course of which the aircraft is more than;

- 10 NM from the aerodromes of departure
- 20 NM from the aerodromes of departure.
- 30 NM from the aerodromes of departure
- 40 NM from alternate aerodrome

202 3.7.3.2.5 air traffic control clearances: contents, descript Typ: MC 1229 36 2/9/2009 Pkt.: 1.00

You have landed at Jomo Kenyatta International Airport and Tower tells you to call ground control when clear of the runway. You are considered clear of the runway when;

- the aft end of the aircraft is even with the taxiway location sign
- the flight deck area of the aircraft is even with the holding position marking
- all parts of the aircraft have crossed the holding position marking
- All the options

203 1.1 Rules of the Air Typ: MC 1133 35 2/9/2009 Pkt.: 1.00

A red square panel with a yellow strip along each diagonal displayed in the signal square area of an aerodrome, indicates;

- Landing is prohibited
- Exercise special care when landing
- Normal safety services are not available.
- All of the responses

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204 3.9.1.2 Visual aids for navigation Typ: MC 60 AviaExam1226 7/25/1994 Pkt.: 1.00

Runway threshold identification lights, when provided, should be:

- Flashing white.
- Fixed green.
- Flashing green.
- Fixed white.

205 3.7.3.6.1 general provisions: limitations in the use of rada Typ: MC 1232 40 11/20/2008 Pkt.: 1.00

An aircraft of weight 140,000 kg is under which category of wake turbulence?

- light
- Medium
- Heavy
- Fine

206 3.9.1.2 Visual aids for navigation Typ: MC 61 AviaExam1227 7/25/1994 Pkt.: 1.00

The light shown by an "Aerodrome Identification Beacon" at a land aerodrome shall be:

- Green colour identification given by Morse Code.
- Blue colour identification given by Morse Code.
- White and green colour identification given by Morse Code.
- White colour identification given by Morse Code.

207 3.7.1.1.1 objectives of ATS, division of ATS Typ: MC 1273 36 2/9/2009 Pkt.: 1.00

A controlled airspace extending upwards from a specified limit above the earth is referred to as:

- Control zone
- Traffic zone
- Control area
- All the above

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208 3.9.1.2 Visual aids for navigation Typ: MC 62 AviaExam1228 7/25/1994 Pkt.: 1.00

In the "VASIS" , how many light units are in each wing bar?

- 3.
- 2.
- 4.
- 5.

209 3.10.1.2.0 description, purpose and use of A/C Typ: MC 1414 26 11/20/2008 Pkt.: 1.00

An Operations Manual must be carried on board a public transport aircraft with the exception of:

- A flight not intended to exceed 60 minutes and intended to take off and land at the same aerodrome.
- Solely for the purpose of training where it is not intended that the flight should exceed 2 hours.
- There are not exceptions; an Operations Manual must always be carried.
- a flight solely for the transport of government dignitaries.

210 1.1 Rules of the Air Typ: MC 1134 36 10/23/2005 Pkt.: 1.00

An aerodrome traffic zone extends to 2,000 ft above aerodrome level and within a distance of;

- 3 nautical miles of its boundaries
- 3 nautical miles from the centre of the aerodrome
- 3000 yards of its boundaries.
- 4 nautical miles final to land

211 1.2 Aircraft Operations Typ: MC 1135 37 10/23/2005 Pkt.: 1.00

All details dealing with filing of flight plans are shown in the;

- Aeronautical Information Circulars
- Aeronautical Information Publication
- Notams
- CAP 394

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212 3.9.1.2 Visual aids for navigation Typ: MC 1230 37 11/20/2008 Pkt.: 1.00

What light should be directed to an aircraft to indicate "land and proceed to apron" by ATC?

- Continuous given light**
- Continuous white light**
- White flashes**
- Green flashes**

213 3.7.3.3.1 departing aircraft: general procedures for departi Typ: MC 1418 31 2/9/2009 Pkt.: 1.00

An Aircraft navigation lights are found to be unserviceable on the ground before flight.

No repairs can be carried out:

- The aircraft may not be flown by day or by night.**
- The aircraft may not be flown by day**
- The aircraft may not be flown by night**
- All of these options are right**

214 3.9.1.3 Visual aids for denoting obstacles Typ: MC 64 AviaExam1230 7/25/1994 Pkt.: 1.00

High intensity obstacle lights should be:

- Flashing white.**
- Flashing red.**
- Fixed red.**
- Fixed orange.**

215 3.9.1.3 Visual aids for denoting obstacles Typ: MC 65 AviaExam1232 7/26/1994 Pkt.: 1.00

Low intensity obstacle lights on mobile objects shall be:

- Flashing red or preferably yellow.**
- Fixed red or preferably orange.**
- Fixed red or preferably blue.**
- Flashing blue.**

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216 1.1 Rules of the Air Typ: MC 1138 40 10/23/2005 Pkt.: 1.00

A succession of white lights fired from an aircraft in flight indicates it:

- has a very urgent message to communicate.
- is compelled to land.
- has suffered a total communication failure.
- is in imminent danger and requires immediate assistance

217 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1325 22 11/3/2008 Pkt.: 1.00

All aircraft operating in uncontrolled airspace and away from airstrips are expected to provide Operations Normal reports on what frequency?

- 118.0 MHz
- 118.2 MHz
- Company
- ATC Area Control Center

218 3.9.1.4 Visual aids for denoting Typ: MC 67 AviaExam1234 7/26/1994 Pkt.: 1.00

The runway edge lights shall be:

- white
- blue
- green
- red

219 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1326 24 11/3/2008 Pkt.: 1.00

Following what a pilot considers as an airmiss situation, the initial report should be made;

- by radio to the ATS unit being worked at the time.
- by telephone to the KCAA immediately after landing.
- by teleprinter using the AFTN immediately after landing.
- to the appropriate air traffic controlling unit by phone immediately after landing.

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220 1.2 Aircraft Operations Typ: MC 1140 43 10/23/2005 Pkt.: 1.00

In the aerodrome directory, the code that indicates 24 hours operation is;

- HJ
- H24
- P24
- HS

221 1.1 Rules of the Air Typ: MC 1141 44 10/23/2005 Pkt.: 1.00

Which of the following personnel is not exempted from having or displaying a movement control pass at manned aerodromes controlled or restricted areas?

- A ticketed passenger
- A casual visitor with a daily sponsorship pass
- Staff responding to an emergency
- A flight crew member on duty with or without his/her licence

222 3.5.1 Annex 2: Typ: MC 68 AviaExam1235 7/26/1994 Pkt.: 1.00

A double white cross displayed horizontally in the signal area means:

- The aerodrome is being used by gliders and that glider flights are being performed.
- An area unit for the movement of aircraft.
- Special precautions must be observed due to bad state of the taxiways.
- Need special precautions while approaching for landing.

223 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1318 13 3/26/2009 Pkt.: 1.00

The minimum age for a person to acquire a Commercial Pilot's Licence in Kenya is;

- 18 years
- 24 years.
- 21 years
- 17 years

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224 3.9.1.5 Emergency and other services Typ: MC 69 AviaExam1236 7/26/1994 Pkt.: 1.00

The aerodrome category for rescue and fire fighting is based on:

- The over-all length of the longest aeroplane normally using the aerodrome and its maximum fuselage width.
- The over-all length of the longest aeroplane normally using the aerodrome and its maximum fuselage weight.
- The over-all length of the longest aeroplane.
- The longest aeroplane maximum width only

225 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1329 3 11/18/2008 Pkt.: 1.00

Flight Information Service, Alerting Services and Area Control Service within Nairobi FIR are provided by.

- Various approach controls as appropriate
- Nairobi Approach
- Nairobi Area Control Centre
- Mombasa Approach

226 3.10.2 Entry and departure of persons Typ: MC 70 AviaExam1240 7/26/1994 Pkt.: 1.00

The obligation of a carrier to transport any person away from the territory of a Contracting State shall terminate from the moment such person has been definitely admitted in other Contracting State of destination.

- The stated above is correct.
- The operator has no obligation.
- The obligation is for the Contracting State of the operator.
- The obligation of the operator terminates as soon as the person leaves the aeroplane.

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227 1.3 ICAO/AIP Typ: MC 1142 45 10/23/2005 Pkt.: 1.00

Which United Nations body is responsible for civil aviation matters?

- ICAO
- IATA
- IFATCA
- AFRASCO

228 3.4.0.0.1 applicability Typ: MC 1390 9 3/26/2009 Pkt.: 1.00

The validity for a Commercial Pilot Licence issued in Kenya for a pilot aged 45 years is;

- 6 months
- 12 months
- 18 months
- 24 months

229 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1279 16 10/23/2005 Pkt.: 1.00

An aircraft making an emergency signal should first always;

- Call on the emergency frequencies of 500KHZ or 121.5MHZ
- Call the ATS which they have already established communication
- Call the ATS unit which is known to be within the range
- Either call the ATS which they have already established communication or call the ATS unit which is known to be within the range

230 3.11.1.1 Organisation Typ: MC 71 AviaExam1241 11/20/2008 Pkt.: 1.00

The unit responsible for promoting efficient organisation of search and rescue service is the:

- Rescue Co-ordination Centre
- Alerting Centre
- Flight Information Centre
- Area Control Centre

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231 1.1 Rules of the Air Typ: MC 1144 47 10/23/2005 Pkt.: 1.00

Unless otherwise authorized, all VFR flights within the Nairobi FIR must squawk on mode A/3 code;

- 2000.
- 2077.
- 7600.
- 7700.

232 3.13.1 Annex 13 Typ: MC 72 AviaExam1244 11/20/2008 Pkt.: 1.00

After landing, while taxiing towards the apron, the landing gear of your aircraft sinks into a hole. No persons are injured, but the aircraft sustains structural damage. As a consequence you have to cancel the onward flight.

- This is an accident and the crew must follow the procedure relevant to this case.
- Since there is no person injured and the flight is terminated, a damage report has to be made out with the services of the aerodrome in charge of the runway and taxiways for the insurance company.
- This is an irregularity in the operation. The crew must inform the operator of the aerodrome and establish a report.
- This is an incident and the pilot-in-command must report it to the airport authority within the next 48 hours.

233 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1332 6 2/9/2009 Pkt.: 1.00

An Aircraft may fly without a certificate of Air-worthiness:

- If it is any aircraft flying in accordance with the A conditions or B conditions.
- If it is a glider being used for public transport purposes.
- If it is a balloon being used for public transport purposes.
- Any of the above

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234 1.1 Rules of the Air Typ: MC 1145 48 10/29/2008 Pkt.: 1.00

The controlled airspace extending upwards from a specified limit above the earth is referred to as:

- Control zone
- Traffic zone
- Control area
- Flight Information Region

235 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1280 17 2/9/2009 Pkt.: 1.00

The alert phase (ALERFA) of an aircraft emergency is defined as a;

- A situation where in uncertainty exists as to the safety of an aircraft and its occupants
- A situation where in apprehension exists as to the safety of an aircraft and its occupants
- A situation where in there is reasonable certainty that an aircraft and its occupants are threatened by grave danger or require immediate assistance
- All of the statements.

236 3.7.1 Air Traffic Services - Annex 11 Typ: MC 74 AviaExam1502 8/1/1994 Pkt.: 1.00

A controlled airspace extending upwards from the surface of the earth to a specified upper limit is:

- Control zone.
- Control area.
- Air traffic zone.
- Advisory airspace.

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237 1.1 Rules of the Air Typ: MC 1146 49 10/23/2005 Pkt.: 1.00

The forms on which captains in command of aircraft are required to record weather observations during flight and hand in at destination aerodrome's briefing units are called;

- AIREP
- SIGMET
- ROFOR
- PILOREP

238 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1333 7 11/18/2008 Pkt.: 1.00

A pilot experiencing a two-way radio communication failure may continue the flight in accordance with the current flight plan, arrange to arrive over the holding point as close as possible to ETA, transmit blind, commence descent at or as close as possible to EAT and land within of the time the descent should have started.

- 10 minutes
- 30 minutes
- 60 minutes
- 45 minutes

239 1.1 Rules of the Air Typ: MC 1147 50 10/23/2005 Pkt.: 1.00

Requests for weather forecasts should be made at least?

- 2 hours before flight
- 3 hours before flight
- 6 hours before flight
- 12 hours before flight

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240 3.9.1.2 Visual aids for navigation Typ: MC 63 AviaExam1229 7/25/1994 Pkt.: 1.00

In a precision approach category I, lighting system, the single, two and three light sources on the centre line have a length of:

- 300 m.
- 150 m.
- 200 m.
- 250 m.

241 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1334 8 11/18/2008 Pkt.: 1.00

In the event of a missed approach:

Land at the aerodrome of destination if this can be achieved within _____ of the time descent from the holding point should have started.

- 10 minutes
- 15 minutes
- 30 minutes
- 45 minutes

242 1.1 Rules of the Air Typ: MC 1148 1 11/3/2008 Pkt.: 1.00

Who has the authority for aircraft registration in Kenya?

- Managing Director Kenya Airports Authority
- Director General Kenya Civil Aviation Authority
- Commissioner Kenya Revenue Authority
- Registrar of Motor Vehicles

243 3.7.1 Air Traffic Services - Annex 11 Typ: MC 75 AviaExam1503 8/1/1994 Pkt.: 1.00

ATS airspace's where IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other is classified as:

- Class B.
- Class A.
- Class D.
- Class E.

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244 1.1 Rules of the Air Typ: MC 1137 39 10/23/2005 Pkt.: 1.00

A white dumbbell with black stripes across each disc at right angles to the shaft indicates;

- all movements are confined to paved surfaces.
- take-offs may be made on grass areas, but landings are confined to paved surfaces.
- take-off and landings only is confined to paved areas.
- aircraft may take-off and land on the grass

245 3.7.1 Air Traffic Services - Annex 11 Typ: MC 76 AviaExam1504 8/1/1994 Pkt.: 1.00

Aerodrome traffic is:

- All traffic on the manoeuvring area and flying in the vicinity of an aerodrome.
- All traffic on the manoeuvring area.
- All traffic on the movement area and flying in the vicinity of an aerodrome.
- All traffic in the aerodrome circuit.

246 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1336 10 11/18/2008 Pkt.: 1.00

If adequate QNH altimeter setting reports to enable the pilot to determine the lowest flight level which will ensure terrain clearance cannot be provided owing to the scarcity of reporting station. Then, if the highest terrain en route is 10,000 feet, the permanent safe flight level is:

- FL 110
- FL 115
- FL 120
- FL 125

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247 3.7.1 Air Traffic Services - Annex 11 Typ: MC 77 AviaExam1505 8/1/1994 Pkt.: 1.00

Air Traffic Service unit means:

- Air Traffic Control units, Flight Information Centres or Air Services reporting offices.**
- Air Traffic Control units and Flight Information Centres.**
- Air Traffic Control units and Air Services reporting offices.**
- Flight Information Centres and Air Services reporting offices.**

248 1.1 Rules of the Air Typ: MC 1150 4 11/3/2008 Pkt.: 1.00

The designated geographical location of an aerodrome is referred to as;

- Aerodrome beacon**
- Aerodrome elevation**
- Aerodrome reference point**
- Name of aerodrome**

249 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1337 11 11/18/2008 Pkt.: 1.00

To act as pilot in command of an aircraft, a pilot must have satisfactorily accomplished a flight review or completed a proficiency check within the preceding

- 6 months.**
- 12 months.**
- 24 months.**
- 36 months.**

250 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1341 17 11/18/2008 Pkt.: 1.00

If an intercepting aircraft which has intercepted another aircraft makes an abrupt climbing turn through 90° or more, the message implied is:

- you have been intercepted.**
- you may proceed.**
- follow me.**
- turn around and fly out of the restricted area you have entered immediately.**

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251 3.7.1.1 General Typ: MC 78 AviaExam1506 8/1/1994 Pkt.: 1.00

Which condition is requested so that an aerodrome may be considered controlled?

- The aerodrome shall be provided with a Control Tower.
- The aerodrome shall be located within a Control Zone.
- The aerodrome shall be located within a controlled airspace.
- The aerodrome shall be located within a Control Zone (CTR) and provided with a Control Tower.

252 3.9.1.3 Visual aids for denoting obstacles Typ: MC 66 AviaExam1233 7/26/1994 Pkt.: 1.00

Low intensity obstacle lights on fixed objects shall be:

- Fixed red.
- Flashing red.
- Flashing yellow.
- Fixed orange.

253 1.5 Flight Crew Licenses Typ: MC 1151 5 11/3/2008 Pkt.: 1.00

An entry into a license specifying a privilege or limiting the effect of a privilege is referred to as;

- an endorsement
- a rating
- a limitation
- a notification

254 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1286 24 10/23/2005 Pkt.: 1.00

Which of the following codes will be used by rescue units to communicate with aircraft to show that they have found all the personnel?

- NN
- FF
- LL
- YY

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255 1.2 Aircraft Operations Typ: MC 1152 6 2/9/2009 Pkt.: 1.00

An aircraft may fly without a certificate of airworthiness;

- If it is any aircraft flying in accordance with the A conditions or B conditions.
- If it is a glider being used for public transport purposes.
- If it is a balloon being used for public transport purposes.
- Any of the above

256 3.7.1.1 General Typ: MC 79 AviaExam1508 8/1/1994 Pkt.: 1.00

Flight Information Region (FIR) is an airspace within which the following services are provided:

- Flight Information Service and Alerting Service.
- Flight Information Service, Alerting Service and Advisory Service.
- Flight Information Service only.
- Flight Information Service and Advisory Service.

257 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1343 20 11/18/2008 Pkt.: 1.00

An immediate report of the particulars of a notifiable accident occurring to any civil Aircraft in Kenya must be sent to:

- The Chief Inspector of Accidents.
- The Secretary General Airworthiness section.
- The Director General of Civil Aviation.
- The Police Commissioner

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258 3.7.1.1 General Typ: MC 80 AviaExam1509 8/1/1994 Pkt.: 1.00

Control Area (CTA) is defined as follows:

- A controlled airspace extending upwards from a specified limit above the earth.
- A controlled airspace extending upwards from a height of 900 feet above the earth.
- A controlled airspace extending upwards from the surface of the earth to a specified limit.
- A controlled airspace extending upwards from a height of 1000 feet above the earth.

259 1.1 Rules of the Air Typ: MC 1154 8 11/3/2008 Pkt.: 1.00

In the event of a missed approach:

Land at the aerodrome of destination if this can be achieved within _____ of the time descent from the holding point should have started.

- 10 minutes
- 15 minutes
- 30 minutes
- 45 minutes

260 1.1 Rules of the Air Typ: MC 1156 10 11/3/2008 Pkt.: 1.00

If adequate QNH altimeter setting reports to enable the pilot to determine the lowest flight level which will ensure terrain clearance cannot be provided owing to the scarcity of reporting station. Then, if the highest terrain en route is 10,000 feet, the permanent lowest safe west bound IFR flight level is:

- FL 110
- FL 120
- FL 130
- FL 150

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261 3.7.1.1 General Typ: MC 81 AviaExam1510 8/1/1994 Pkt.: 1.00

A Control Zone shall extend laterally to at least:

- 5 nautical miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made.
- 10 miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made.
- 15 miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made.
- 20 miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made.

262 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1354 34 11/18/2008 Pkt.: 1.00

The forms on which captains in command of aircraft are required to record weather observations during flight and hand in at destination aerodrome's briefing units are called:

- AIREP
- SIGMET
- ROFOR
- PILOREP

263 1.1 Rules of the Air Typ: MC 1158 12 2/9/2009 Pkt.: 1.00

When is the use hand-held microphones for crew prohibited?

- during landings
- during take-offs
- in a controlled airspace below flight level 150
- all of the options

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264 3.7.1.1 General Typ: MC 82 AviaExam1511 8/1/1994 Pkt.: 1.00

A lower limit of a Control Area shall be established at a height above the ground level or water of not less than:

- 200 metres.**
- 300 metres.**
- 150 metres.**
- 500 metres.**

265 3.4.0.0.1 applicability Typ: MC 1399 13 11/20/2008 Pkt.: 1.00

The minimum age for a person to acquire a Commercial Pilot's Licence in Kenya is;

- 18 years**
- 24 years.**
- 21 years**
- 17 years**

266 3.7.1.1 General Typ: MC 83 AviaExam1512 8/1/1994 Pkt.: 1.00

The units providing Air Traffic Services are:

- Area Control Centre - Flight Information Centre - Approach Control Office - Aerodrome Control Tower and Air Traffic Services reporting office.**
- Area Control Centre - Approach Control Office and Aerodrome Control Tower.**
- Area Control Centre - Advisory Centre - Flight Information Centre - Approach Control Office and Tower.**
- Area Control Centre - Flight Information Region - Approach Control Office and Tower.**

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267 3.5.1.0.1 essential definitions, applicab. of rules Typ: MC 1355 28 11/18/2008 Pkt.: 1.00

**Following a forced landing, you require medical assistance.
To aid Search and Rescue, the visual signal to lay out will be in the shape of letter;**

- S
- V
- W
- X

268 3.7.1.1 General Typ: MC 84 AviaExam1514 8/1/1994 Pkt.: 1.00

Air traffic control service is provided for the purpose of:

- Preventing collisions between aircraft, between aircraft and obstacles on the manoeuvring area and expediting and maintaining an orderly flow of air traffic
- Applying separation between aircraft and expediting and maintaining an orderly flow of air traffic
- Preventing collisions between controlled air traffic and expediting and maintaining an orderly flow of air traffic
- Avoiding collisions between all aircraft and maintaining an orderly flow of air traffic

269 3.7.1 Air Traffic Services - Annex 11 Typ: MC 73 AviaExam1501 8/1/1994 Pkt.: 1.00

A controlled airspace extending upwards from a specified limit above the earth is:

- Control area.
- Control zone.
- Advisory airspace.
- Flight Information Region.

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270 1.2 Aircraft Operations Typ: MC 1160 14 11/3/2008 Pkt.: 1.00

In accordance with Chapter 394 of the Laws of Kenya, above which cabin pressure altitude, requires flight crew to use supplemental oxygen at all times?

- 10,000 feet MSL.**
- 12,000 feet MSL.**
- 12,500 feet MSL.**
- 14,000 feet MSL.**

271 1.2 Aircraft Operations Typ: MC 1161 15 11/3/2008 Pkt.: 1.00

Other than for a flight radio telephony operator's licence , the licence of any holder who suffers any illness involving incapacity to undertake the functions of that licence shall be rendered suspended

- immediately the holder starts to suffer the illness**
- if the illness persist for 20 days continuously**
- the illness persists for 28 days continuously.**
- if the illness persists for a continuous period of six months**

272 1.4 Search And Rescue Typ: MC 1162 16 11/3/2008 Pkt.: 1.00

The search and rescue service in Kenya and such portions of the high seas that lie within the Nairobi FIR are under the co-ordination/direction of the

- Kenya Red Cross Society**
- KCAA Rescue units**
- Provincial or District Office**
- Police Station in the area**

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273 3.7.1.2 Air Traffic Control Typ: MC 85 AviaExam1515 8/1/1994 Pkt.: 1.00

Area Control Centres issue clearances for the purpose of:

- Achieving separation between controlled flights
- Achieving separation between IFR flights
- Providing flight Information Service
- Providing advisory service

274 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1292 31 10/23/2005 Pkt.: 1.00

Which of the following emergency frequencies has a declared international silence period?

- 2182 KHZ
- 500 KHZ
- 121.6 MHZ
- 243 MHZ

275 3.7.1.2 Air Traffic Control Typ: MC 86 AviaExam1516 8/1/1994 Pkt.: 1.00

Clearances will be issued by an ATC unit for the purpose of:

- Achieving separation between controlled flights
- Providing flight Information Service
- Providing advisory services
- Providing alerting services

276 1.4 Search And Rescue Typ: MC 1163 17 11/3/2008 Pkt.: 1.00

If an intercepting aircraft which has intercepted another aircraft makes an abrupt climbing turn through 90° or more, the message implied is;

- you have been intercepted.
- you may proceed.
- follow me.
- turn around and fly out of the restricted area you have entered immediately.

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277 3.7.1.2 Air Traffic Control Typ: MC 87 AviaExam1517 8/1/1994 Pkt.: 1.00

You receive an IFR enroute clearance stating: Clearance expires at 0920. What does it mean?

- If not airborne until 0920, a new clearance has to be issued
- Do not take off before 0920
- The take off clearance is expected at 0920
- After 0920 return to the ramp and file a new flight plan

278 1.1 Rules of the Air Typ: MC 1166 21 2/9/2009 Pkt.: 1.00

An aircraft registered in Kenya sustains substantial damage on landing at a London Airport.

Which of the following statements is true?

- This is not a notifiable accident.
- This is a notifiable accident but there is no need for an immediate report to be sent to any authority in Kenya
- An immediate report must be sent to the appropriate authority.
- None of the responses is correct

279 1.1 Rules of the Air Typ: MC 1153 7 11/3/2008 Pkt.: 1.00

A pilot experiencing a two-way radio communication failure may continue the flight in accordance with the current flight plan, arrange to arrive over the holding point as close as possible to ETA, transmit blind, commence descent at or as close as possible to EAT and land within of the time the descent should have started.

- 10 minutes
- 30 minutes
- 60 minutes
- 45 minutes

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280 3.7.1.3 Flight Information Service Typ: MC 88 AviaExam1519 8/1/1994 Pkt.: 1.00

When are ATIS broadcasts updated?

- Upon receipt of any official weather, regardless of content change or reported values
- Every 30 minutes if weather conditions are below those for VFR ; otherwise hourly
- Only when weather conditions change enough to require a change in the active runway or instrument approach in use
- Only when the ceiling and/or visibility changes by a reportable value

281 1.1 Rules of the Air Typ: MC 1167 22 11/3/2008 Pkt.: 1.00

All aircraft operating in uncontrolled airspace and away from airstrips are expected to provide Operations Normal reports on what frequency?

- 118.0 MHz
- 118.2 MHz
- Company
- ATC Area Control Center

282 1.1 Rules of the Air Typ: MC 1155 9 11/3/2008 Pkt.: 1.00

The validity for a Commercial Pilot Licence issued in Kenya for a pilot aged 45 years is;

- 6 months
- 12 months
- 18 months
- 24 months

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283 1.5 Flight Crew Licenses Typ: MC 1125 27 11/20/2008 Pkt.: 1.00

The minimum age to get a CPL licence is;

- 16 years
- 17 years
- 18 years
- 21 years

284 3.7.1.4 Alerting Service Typ: MC 89 AviaExam1520 8/1/1994 Pkt.: 1.00

When it becomes apparent that an aircraft is in difficulty, the decision to initiate the alert phases is the responsibility of the:

- operational air traffic control centres
- flight information or control organisations
- air traffic co-ordination services
- search and rescue co-ordination centres

285 1.1 Rules of the Air Typ: MC 1168 24 11/3/2008 Pkt.: 1.00

Following what a pilot considers as an airmiss situation, the initial report should be made;

- by radio to the ATS unit being worked at the time.
- by telephone to the KCAA immediately after landing.
- by teleprinter using the AFTN immediately after landing.
- to the appropriate air traffic controlling unit by phone immediately after landing.

286 3.7.1.4 Alerting Service Typ: MC 90 AviaExam1707 8/17/1994 Pkt.: 1.00

The Alerting Service is provided by;

- The ATS unit responsible for the aircraft at that moment.
- The ATC unit responsible for the aircraft at that moment, when it is provided with 121.5 MHz.
- Only by ATC units.
- The Area Control Centres.

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287 1.2 Aircraft Operations Typ: MC 1169 25 11/3/2008 Pkt.: 1.00

The person responsible for making an operations manual available to members of the operating crew of an aircraft is;

- The operator of the aircraft
- The captain of the aircraft
- The particular crew member himself
- Director General KCAA

288 3.7.1.4 Alerting Service Typ: MC 91 AviaExam1709 8/17/1994 Pkt.: 1.00

The phases related to an aircraft in emergency or believed in emergency are:

- uncertainty phase, alert phase, distress phase.
- uncertainty phase, urgency phase, distress phase.
- uncertainty phase, distress phase, urgency phase.
- uncertainty phase, alert phase, distress phase and urgency phase.

289 1.2 Aircraft Operations Typ: MC 1170 26 11/3/2008 Pkt.: 1.00

Which of the following responsibilities is not FIRST required by an operator of public transport aircraft before an aircraft is permitted for a flight?

- designating the pilot in command
- aeronautical radio stations and navigation routes of intended and diversion routes are adequate for safe navigation
- destination and alternate aerodromes are suitable for the safety of aircraft
- None of the responses

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290 1.1 Rules of the Air Typ: MC 1171 3 11/18/2008 Pkt.: 1.00

Flight Information Service, Alerting Services and Area Control Service within Nairobi FIR are provided by.

- Various approach controls as appropriate
- Nairobi Approach
- Nairobi Area Control Centre
- Mombasa Approach

291 1.3 ICAO/AIP Typ: MC 1172 4 11/18/2008 Pkt.: 1.00

A defined area on land or water, including any buildings, installations and equipment) intended to be use either wholly or in part for the arrival, departure and surface movement of aircraft is known as.

- Runway
- Apron
- Aerodrome
- Terminal

292 1.3 ICAO/AIP Typ: MC 1173 5 9/29/2009 Pkt.: 1.00

Aerodrome elevation is defined as,

- The elevation of the lowest point of the aerodrome
- The elevation of the highest point landing area
- The mean elevation of the aerodrome
- The estimated elevation of the aerodrome

293 3.7.1.4 Alerting Service Typ: MC 92 AviaExam1710 8/17/1994 Pkt.: 1.00

A radio communications, "Distress" differs from "Urgency" because in the first case:

- There is a serious and imminent danger requiring immediate assistance.
- The aeroplane has suffered damages which impair its fitness to fly.
- The aeroplane will not be able to reach a suitable aerodrome.
- The aeroplane or a passenger's safety require the flight immediately interrupted.

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294 1.1 Rules of the Air Typ: MC 1159 13 11/3/2008 Pkt.: 1.00

The minimum age for a person to acquire a Commercial Pilot's Licence in Kenya is;

- 18 years
- 24 years.
- 21 years
- 17 years

295 3.7.1.5 Principles governing the ATS Typ: MC 93 AviaExam1711 8/17/1994 Pkt.: 1.00

Alert phase is defined as follows:

- A situation where an apprehension exists as to the safety of an aircraft and its occupants.
- An emergency event in which an aircraft and its occupants are considered to be threatened by a danger.
- A situation related to an aircraft and its occupants are considered to be in a state of emergency.
- A situation related to an aircraft which reports that the fuel on board is exhausted.

296 1.1 Rules of the Air Typ: MC 1174 6 2/9/2009 Pkt.: 1.00

An Aircraft may fly without a certificate of Air-worthiness:

- If it is any aircraft flying in accordance with the A conditions or B conditions.
- If it is a glider being used for public transport purposes.
- If it is a balloon being used for public transport purposes.
- Any of the above

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297 1.1 Rules of the Air Typ: MC 1175 7 11/18/2008 Pkt.: 1.00

A pilot experiencing a two-way radio communication failure may continue the flight in accordance with the current flight plan, arrange to arrive over the holding point as close as possible to ETA, transmit blind, commence descent at or as close as possible to EAT and land within of the time the descent should have started.

- 10 minutes
- 30 minutes
- 60 minutes
- 45 minutes

298 3.7.3.1 General provisions Typ: MC 94 AviaExam1715 8/17/1994 Pkt.: 1.00

Separation methods and minima - ESSENTIAL TRAFFIC INFORMATION
Essential traffic is:

- Controlled Traffic not separated from another controlled traffic with the prescribed separation minima.
- Controlled Traffic separated from other controlled traffic with the prescribed separation minima.
- Controlled IFR flights separated from uncontrolled flights within advisory airspace.
- Uncontrolled IFR flights separated from uncontrolled VFR flights within advisory airspace.

299 1.1 Rules of the Air Typ: MC 1176 8 11/18/2008 Pkt.: 1.00

In the event of a missed approach:

Land at the aerodrome of destination if this can be achieved within _____ of the time descent from the holding point should have started.

- 10 minutes
- 15 minutes
- 30 minutes
- 45 minutes

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300 3.1.1.4.2 standards and recom. practices Typ: MC 1305 45 10/23/2005 Pkt.: 1.00

Which United Nations body is responsible for civil aviation matters?

- ICAO
- IATA
- IFATCA
- AFRASCO

301 1.5 Flight Crew Licenses Typ: MC 1177 9 2/9/2009 Pkt.: 1.00

The validity for Airline Transport Pilots Licence issued in Kenya is

- 6 months irrespective of age
- 12 months if the holder is 40 years or more
- 24 months if the holder is less than 40 years
- none of the above

302 3.7.3.1 General provisions Typ: MC 95 AviaExam1718 8/17/1994 Pkt.: 1.00

General provisions - change from IFR to VFR

A change from instrument flight rules (IFR) to visual flight rules (VFR) is only acceptable, when VFR is permitted in that air space and when

- the change is initiated by the PIC with a message containing the specific expression "cancelling my IFR flight".
- the PIC has requested and obtained an ATC CLR for the change and has filed a special VFR flight plan.
- the position of the change has been noted on the ATC flight plan. The cancellation of the IFR flight will then be made automatically by ATC.
- ATC invites the PIC to change from IFR to VFR.

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303 1.1 Rules of the Air Typ: MC 1178 10 11/18/2008 Pkt.: 1.00

If adequate QNH altimeter setting reports to enable the pilot to determine the lowest flight level which will ensure terrain clearance cannot be provided owing to the scarcity of reporting station. Then, if the highest terrain en route is 10,000 feet, the permanent safe flight level is:

FL 110

FL 115

FL 120

FL 125

304 1.5 Flight Crew Licenses Typ: MC 1181 15 11/18/2008 Pkt.: 1.00

Other than for a flight radio telephony operator's licence , the licence of any holder who suffers any illness involving incapacity to undertake the functions of that licence shall be rendered suspended

immediately the holder starts to suffer the illness

if the illness persist for 20 days continuously

the illness persists for 28 days continuously

if the illness persists for a continuous period of six months

305 3.7.3 Rules of the air and air traffic service Typ: MC 96 AviaExam1721 8/17/1994 Pkt.: 1.00

General provisions - handling an ATC-flight plan in case of a delay

In the event of a delay of a controlled flight, the submitted flight plan should be amended or cancelled and a new flight plan submitted when the delay is in excess of:

30 minutes of the estimated time off blocks.

30 minutes of the estimated time of departure.

60 minutes of the estimated time off blocks.

60 minutes of the estimated time of departure.

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306 1.4 Search And Rescue Typ: MC 1182 16 11/18/2008 Pkt.: 1.00

The search and rescue service in Kenya and such portions of the high seas that lie within the Nairobi FIR are under the co-ordination/direction of the

- Kenya Red Cross Society
- KCAA Rescue units
- Provincial or District Office
- Police Station in the area

307 1.1 Rules of the Air Typ: MC 1183 17 11/18/2008 Pkt.: 1.00

If an intercepting aircraft which has intercepted another aircraft makes an abrupt climbing turn through 90° or more, the message implied is:

- you have been intercepted.
- you may proceed.
- follow me.
- turn around and fly out of the restricted area you have entered immediately.

308 3.7.3.1 General provisions Typ: MC 97 AviaExam1723 8/17/1994 Pkt.: 1.00

General provisions for ATS - Content of voice position reports (according Doc4444)

A complete position report transmitted by radiotelephony shall contain the following elements of information in the order listed.

- 1) Aircraft identification, 2) position, 3) time, 4) flight level or altitude, 5) next position and time over, 6) ensuing significant point.
- 1) Aircraft identification, 2) position, 3) flight level or altitude, 4) time, 5) next position and time over, 6) ensuing significant point.
- 1) Aircraft identification, 2) position, 3) time, 4) true air speed, 5) flight level or altitude, 6) next position and time over.
- 1) Aircraft identification, 2) position, 3) time, 4) flight level or altitude, 5) next position, 6) time over.

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309 1.1 Rules of the Air Typ: MC 1185 20 11/18/2008 Pkt.: 1.00

An immediate report of the particulars of a notifiable accident occurring to any civil Aircraft in Kenya must be sent to:

- The Chief Inspector of Accidents.**
- The Secretary General Airworthiness section.**
- The Director General of Civil Aviation.**
- The Police Commissioner**

310 1.2 Aircraft Operations Typ: MC 1186 21 11/18/2008 Pkt.: 1.00

A person acting as a member of the crew of an aeroplane shall not be permitted to do so, if:

- he has consumed any alcohol within the past 8 hours.**
- he has consumed any alcohol within the past 12 hours.**
- he has any smell of alcohol**
- the consumption of alcohol is of little quantity on him.**

311 1.4 Search And Rescue Typ: MC 1187 22 2/9/2009 Pkt.: 1.00

An Aircraft registered in Kenya sustains substantial damage on landing on London Airport.

Which of the following statements is true;

- This is not a notifiable accident.**
- This is a notifiable accident but there is no need for an immediate report to be sent to any authority in Kenya.**
- An immediate report must be sent to the appropriate authority.**
- None of the above is correct**

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312 3.7.3.1 General provisions Typ: MC 99 AviaExam1727 8/17/1994 Pkt.: 1.00

General provisions - handling an ATC-flight plan in case of a delay

In the event of a delay for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old one cancelled, when the delay is exceeding the original

- estimated off-block time by 60 minutes.
- estimated off-block time by 30 minutes.
- estimated departure time by 60 minutes.
- estimated departure time by 30 minutes.

313 3.4.0.0.1 applicability Typ: MC 1311 5 11/3/2008 Pkt.: 1.00

An entry into a license specifying a privilege or limiting the effect of a privilege is referred to as;

- an endorsement
- a rating
- a limitation
- a notification

314 1.2 Aircraft Operations Typ: MC 1188 23 11/18/2008 Pkt.: 1.00

All aircraft operating at, or into, aerodromes at which no Air Traffic Service is provided must broadcast their position and intentions on VHF frequency:

- 118.0MHz
- 118.2 MHz
- 118.5 MHz
- 119.7 MHz

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315 1.2 Aircraft Operations Typ: MC 1190 26 11/18/2008 Pkt.: 1.00

An Operations Manual must be carried on board a public transport aircraft with the exception of:

- A flight not intended to exceed 60 minutes and intended to take off and land at the same aerodrome.
- Solely for the purpose of training where it is not intended that the flight should exceed 2 hours.
- There are no exceptions; an Operations Manual must always be carried.
- a flight solely for the transport of government dignitaries.

316 1.3 ICAO/AIP Typ: MC 1191 27 11/18/2008 Pkt.: 1.00

The nationality marks of aircraft registered in Kenya is

- 5 H
- 5 Y
- 5 Z
- 5 K

317 3.7.3.2 Area Control Service Typ: MC 100 AviaExam1729 8/17/1994 Pkt.: 1.00

Procedures related to communication failure - IFR in VMC

Which procedure do you follow after having experienced a two way communication failure during a flight in accordance with IFR in VMC?

- Continue to fly in VMC, land at the nearest suitable aerodrome, report the arrival by the most expeditious means to the appropriate Air Traffic Control unit.
- Continue the flight at the assigned level and route, carry out level changes as indicated in the filed ATC flight plan, start the approach to the flight plan destination at the planned ETA.
- Maintain the assigned level and route and land at the nearest aerodrome where VMC conditions prevail.
- Continue to fly in VMC and return to the aerodrome of departure.

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318 3.7.3.2 Area Control Service Typ: MC 101 AviaExam1732 8/17/1994 Pkt.: 1.00

General provisions - amended clearance

If an ATC clearance is not suitable to the pilot-in-command of an aircraft

- The PIC may request and, if practicable, obtain an amended clearance.**
- The PIC may propose another clearance. ATC has to amend the clearance in accordance with the pilots request.**
- The PIC has to accept the ATC clearance. The clearance is based on the flight plan filed with ATC.**
- The PIC may request an amended clearance from the ATC. Amended clearances will only be given when VMC prevails.**

319 1.2 Aircraft Operations Typ: MC 1195 33 11/18/2008 Pkt.: 1.00

The person responsible for making an operations manual available to members of the operating crew of an aircraft is:

- The operator of the aircraft**
- The captain of the aircraft**
- The particular crew member himself**
- Director General KCAA**

320 1.1 Rules of the Air Typ: MC 1196 34 11/18/2008 Pkt.: 1.00

The forms on which captains in command of aircraft are required to record weather observations during flight and hand in at destination aerodrome's briefing units are called:

- AIREP**
- SIGMET**
- ROFOR**
- PILOREP**

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321 3.7.3.2 Area Control Service Typ: MC 102 AviaExam1733 8/17/1994 Pkt.: 1.00

Separation - VMC and own separation

The "Clearance to fly maintaining own separation while in visual meteorological conditions" may be given by the appropriate ATS authority. This has to be requested by the pilot of a controlled flight and has to be agreed by the pilot of the other aircraft.

The conditions are:

- Airspace Class D and E, VMC, hours of daylight
- Airspace Class C, VMC, hours of daylight
- Airspace Class C, D, VMC
- Airspace Class B, C, D and E, VMC

322 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1321 16 11/3/2008 Pkt.: 1.00

The search and rescue service in Kenya and such portions of the high seas that lie within the Nairobi FIR are under the co-ordination/direction of the

- Kenya Red Cross Society
- KCAA Rescue units
- Provincial or District Office
- Police Station in the area

323 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1322 17 11/3/2008 Pkt.: 1.00

If an intercepting aircraft which has intercepted another aircraft makes an abrupt climbing turn through 90° or more, the message implied is;

- you have been intercepted.
- you may proceed.
- follow me.
- turn around and fly out of the restricted area you have entered immediately.

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324 3.7.3.2 Area Control Service Typ: MC 103 AviaExam1735 8/17/1994 Pkt.: 1.00

Separation Methods and Minima - General

What are the controlled traffic separation methods applied by ATC?

- Vertical and horizontal separation.
- Vertical, horizontal and angular separation.
- Time separation and track separation.
- Composite separation.

325 3.1.1.4.2 standards and recom. practices Typ: MC 1330 4 11/18/2008 Pkt.: 1.00

A defined area on land or water, including any buildings, installations and equipment) intended to be use either wholly or in part for the arrival, departure and surface movement of aircraft is known as.

- Runway
- Apron
- Aerodrome
- Terminal

326 3.1.1.4.2 standards and recom. practices Typ: MC 1331 5 11/18/2008 Pkt.: 1.00

Aerodrome elevation is defined as

- The elevation of the lowest point of the aerodrome
- The elevation of the highest point landing area
- The mean elevation of the aerodrome
- The estimated elevation of the aerodrome

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327 3.4.0.0.1 applicability Typ: MC 1339 15 11/18/2008 Pkt.: 1.00

Other than for a flight radio telephony operator's licence , the licence of any holder who suffers any illness involving incapacity to undertake the functions of that licence shall be rendered suspended

- immediately the holder starts to suffer the illness
- if the illness persist for 20 days continuously
- the illness persists for 28 days continuously
- if the illness persists for a continuous period of six months

328 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1340 16 11/18/2008 Pkt.: 1.00

The search and rescue service in Kenya and such portions of the high seas that lie within the Nairobi FIR are under the co-ordination/direction of the

- Kenya Red Cross Society
- KCAA Rescue units
- Provincial or District Office
- Police Station in the area

329 3.11.1.1.3 Estab. & designation of SAR Typ: MC 1345 22 2/9/2009 Pkt.: 1.00

An Aircraft registered in Kenya sustains substantial damage on landing on London Airport.

Which of the following statements is true;

- This is not a notifiable accident.
- This is a notifiable accident but there is no need for an immediate report to be sent to any authority in Kenya.
- An immediate report must be sent to the appropriate authority.
- None of the above is correct

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330 3.1.1.4.2 standards and recom. practices Typ: MC 1349 27 11/18/2008 Pkt.: 1.00

The nationality marks of aircraft registered in Kenya is

- 5 H
- 5 Y
- 5 Z
- 5 K

331 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 111 AviaExam1751 8/18/1994 Pkt.: 1.00

The primary duty provided by a radar unit is:

- To provide radar separation.
- To assist aircraft due to failure of airborne equipment.
- To assist aircraft on the location storms.
- To assist aircraft where navigation appears unsatisfactory.

332 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 112 AviaExam1753 8/18/1994 Pkt.: 1.00

When radar identification of aircraft has been achieved, ATC unit shall:

- Inform the aircraft prior to issue any instructions or advice based on the use of radar.
- Inform the aircraft only if communication's load permits it.
- not advise the aircraft before issuing instructions.
- Inform the aircraft only if radar identification has been achieved without availability of SSR.

333 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 115 AviaExam1757 8/18/1994 Pkt.: 1.00

When "Secondary Radar" is used, an aircraft may be identified by one of the following procedures:

- Observation of compliance with an instruction to operate transponder from "ON" to "STBY" and back to "ON".
- To request pilot to set transponder on position "ON".
- To request pilot to set transponder on position "OFF".
- To request pilot to switch from "ON" to "STDBY".

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334 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 116 AviaExam1758 8/18/1994 Pkt.: 1.00

Where a "Secondary Surveillance Radar" (SSR) is not available, radar identification may be achieved by one of the following procedures:

- To instruct the pilot to execute one or more changes of 30° or more.
- To instruct the pilot to execute one or more changes of 20° or more.
- To instruct the pilot to execute one or more changes of 10°.
- To instruct the pilot to execute one or more changes of 45°.

335 3.7.3 Rules of the air and air traffic service Typ: MC 98 AviaExam1724 8/17/1994 Pkt.: 1.00

General provisions - Responsibility for terrain clearance

Who is in general responsible for an ATC clearance to be safe in respect to terrain clearance?

- The pilot-in-command.
- The aircraft operator.
- The ATC.
- The ATS reporting office accepting the flight plan.

336 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 117 AviaExam1759 8/18/1994 Pkt.: 1.00

Which code shall be used on Mode "A" to provide recognition of an aircraft subjected to unlawful interference?

- Code 7500.
- Code 7700.
- Code 7600.
- Code 2000.

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337 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 118 AviaExam1760 2/5/2009 Pkt.: 1.00

What does ATC Term "Radar contact" signify?

- Your aircraft has been identified on the radar display and radar flight instructions will be provided until radar identification is terminated.
- Your aircraft has been identified and you will receive separation from all aircraft while in contact with this radar facility.
- You will be given traffic advisories until advised that the service has been terminated or that radar contact has been lost.
- ATC is receiving your transponder and will furnish vectors and traffic advisories until you are advised that contact has been lost.

338 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 119 AviaExam1761 8/18/1994 Pkt.: 1.00

What is meant when departure control instruct you to "resume own navigation" after you have been vectored to an airway?

- You should maintain that airway by use of your navigation equipment.
- Radar Service is terminated.
- Advisories will no longer be issued by ATC.
- You are still in radar contact, but must make position reports.

339 3.6.3 Departure procedures Typ: MC 120 AviaExam2571 4/5/1995 Pkt.: 1.00

Instrument Departure Procedures - Obstacle Clearance

The minimum obstacle clearance at the departure end of runway equals:

- 0 ft.
- 3.3 % gradient.
- 35 ft.
- 0.8 % gradient.

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340 3.6.4 Approach procedures Typ: MC 122 AviaExam2574 4/5/1995 Pkt.: 1.00

Holding procedures - Offset Entry

Above 14000 ft in still air, the outbound time on a 30° offset track is limited to:

- 1 minute 30 seconds.
- 1 minute.
- 2 minutes.
- 3 minutes.

341 3.6.4 Approach procedures Typ: MC 123 AviaExam2576 4/5/1995 Pkt.: 1.00

Arrival and Approach segments, General

What are the names of all separate segments that can be part of an instrument approach procedure?

- Arrival, initial, intermediate, final, missed approach.
- Initial, intermediate, final.
- Arrival, holding, initial, intermediate, final, missed approach.
- Descend, holding arrival, initial, intermediate, final, missed approach.

342 3.6.4 Approach procedures Typ: MC 124 AviaExam2578 4/5/1995 Pkt.: 1.00

Approach Procedures -Arrival and Approach Segments

The minimum obstacle clearance in the primary area of the initial approach segment for an instrument approach procedure is at least:

- 300m (984 ft).
- 150m (492 ft).
- 450m (1476 ft).
- 600m (1968 ft).

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343 3.6.6 Altimeter setting procedures Typ: MC 141 AviaExam2600 4/5/1995 Pkt.: 1.00

Altimeter setting procedures - Transition Altitude

The transition altitude of an aerodrome shall be as low as possible but normally not less than:

- 3000 ft.
- 2500 ft.
- 1500 ft.
- 1000 ft.

344 3.6.6 Altimeter setting procedures Typ: MC 142 AviaExam2602 4/5/1995 Pkt.: 1.00

Altimeter setting procedures - Transition Level

The vertical position of an aircraft at or above the transition level with altimeter setting 1013.2 hPa has to be reported:

- as Flight Level.
- as Height.
- as Altitude.
- According to pilot's choice.

345 3.7.3.2 Area Control Service Typ: MC 104 AviaExam1736 8/17/1994 Pkt.: 1.00

Separation methods and minima - vertical separation

The Vertical Separation Minimum (VSM) for flights in accordance with IFR within controlled airspace below FL 290 is:

- 1000 feet (300 m).
- 2000 feet (600 m).
- 500 feet (150 m).
- 2500 feet (750 m).

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346 3.6.7 Secondary surveillance radar Typ: MC 143 AviaExam2603 4/5/1995 Pkt.: 1.00

SSR - Transponder

When an aircraft carries a serviceable transponder, the pilot shall operate the transponder:

- At all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.
- Only when the aircraft is flying within airspace where SSR is used for ATS purposes.
- Only when the aircraft is flying within controlled airspace.
- Only when directed by ATC.

347 3.6.7 Secondary surveillance radar Typ: MC 144 AviaExam2604 4/5/1995 Pkt.: 1.00

SSR - Transponder

When the aircraft carries serviceable Mode C transponder, the pilot shall continuously operate this mode

- unless otherwise directed by ATC.
- only when directed by ATC.
- regardless of ATC instructions.
- only when the aircraft is flying within controlled airspace.

348 3.6.7 Secondary surveillance radar Typ: MC 147 AviaExam2609 4/5/1995 Pkt.: 1.00

SSR - Transponder

When acknowledging mode / code setting instructions, pilots shall:

- read back the mode and code to be set.
- use the word ROGER.
- use the word WILCO.
- read back the code to be set and SQUAK IDENT.

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349 3.7.3.2 Area Control Service Typ: MC 105 AviaExam1737 11/4/2003 Pkt.: 1.00

Separation methods and minima - vertical separation

The Vertical Separation Minimum (VSM) for flights in accordance with IFR within controlled airspace above FL 290 is:

- 2000 feet (600 m).**
- 1000 feet (300 m).**
- 500 feet (150 m).**
- 4000 feet (1200 m).**

350 3.7.1.2 Air Traffic Control Typ: MC 149 AviaExam2864 5/15/1995 Pkt.: 1.00

The longitudinal separation minima based on time between aircraft at same cruising level where navigation aids permit frequent determination of position and speed and the preceding aircraft is maintaining a true airspeed of 20 kt or more faster than the succeeding aircraft, is:

- 5 minutes.**
- 3 minutes.**
- 10 minutes.**
- 15 minutes.**

351 3.7.1.2 Air Traffic Control Typ: MC 151 AviaExam2866 5/15/1995 Pkt.: 1.00

The longitudinal separation minima between aircraft departed from the same aerodrome and following the same track, and the preceding aircraft is maintaining a true airspeed of 20 kt or more faster than the succeeding aircraft, is:

- 5 minutes.**
- 3 minutes.**
- 10 minutes.**
- 2 minutes.**

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352 3.7.1.2 Air Traffic Control Typ: MC 152 AviaExam2867 5/15/1995 Pkt.: 1.00

The longitudinal separation minima between aircraft departed from the same aerodrome and following the same track, and the preceding aircraft is maintaining a true airspeed of 40 kt or more faster than the succeeding aircraft, is:

- 3 minutes.**
- 5 minutes.**
- 10 minutes.**
- 8 minutes.**

353 3.7.3.2 Area Control Service Typ: MC 106 AviaExam1739 8/17/1994 Pkt.: 1.00

Communications Failure - Flight Procedures

You are on a flight in accordance with IFR in IMC, exactly on the current flight plan route.

At 18:36 UTC you receive and acknowledge the following instruction from the radar controller:

"Turn immediately, fly heading 050° until further advised".

At 18:37 UTC you discover a communication failure. Two way radio communication cannot be established again.

- You have to return to your current flight plan route.**
- You continue on Heading 050.**
- You continue on Heading 050 for 15 minutes.**
- You continue on Heading 050 for 30 minutes.**

354 3.7.1.2 Air Traffic Control Typ: MC 154 AviaExam2869 5/15/1995 Pkt.: 1.00

The longitudinal separation minima based on distance using DME, and each aircraft "on track" uses DME stations, is:

- 20 NM.**
- 10 NM.**
- 5 NM.**
- 20 NM when the leading aircraft maintains a true airspeed of 20 kt or more faster than the succeeding aircraft.**

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355 3.7.3.2 Area Control Service Typ: MC 107 AviaExam1740 8/17/1994 Pkt.: 1.00

Separation methods and minima - vertical separation

Above flight level FL 290 the Vertical Separation Minimum (VSM) between aircraft flying in the same direction is:

- 4 000 feet.**
- 2 000 feet.**
- 3 000 feet.**
- 1 500 feet.**

356 3.7.3.2 Area Control Service Typ: MC 155 AviaExam2870 5/15/1995 Pkt.: 1.00

The longitudinal separation minima based on DME, and each aircraft "on track" uses DME stations, is:

- 10 NM provided that the leading aircraft maintains a true airspeed of 20 kt or more faster than the succeeding aircraft.**
- 10 NM provided that the leading aircraft maintains a true airspeed of 40 kt or more faster than the succeeding aircraft.**
- 20 NM provided that the leading aircraft maintains a true airspeed of 10 kt or more faster than the succeeding aircraft.**
- 10 NM provided that the leading aircraft maintains a true airspeed of 10 kt or more faster than the succeeding aircraft.**

357 3.7.3.2 Area Control Service Typ: MC 156 AviaExam2871 5/15/1995 Pkt.: 1.00

A "RNAV" distance based separation minimum may be used at the time the level is crossed, provided that each aircraft reports its distance to or from the same "on track" way-point. This minimum is:

- 80 NM.**
- 60 NM.**
- 50 NM.**
- 20 NM.**

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358 3.7.3.3 Approach Control Service Typ: MC 108 AviaExam1742 8/17/1994 Pkt.: 1.00

Separation in the vicinity of aerodromes - timed approaches

A "Timed Approach Procedure" may be utilized as necessary in order to expedite the approaches of a number of arriving aircraft. This will be obtained by requesting aircraft to

- pass a specified point inbound at the previously notified time.**
- notify the time when passing a specified point.**
- keep distance and time equal between aircraft in the approach.**
- maintain a specified airspeed during the approach procedure.**

359 3.7.3.2 Area Control Service Typ: MC 157 AviaExam2872 5/15/1995 Pkt.: 1.00

A VFR flight constitutes essential traffic to other VFR flights, when operating in controlled airspace classified as:

- B.**
- B and C.**
- B, C and D.**
- B, C, D and E.**

360 3.7.3.2 Area Control Service Typ: MC 158 AviaExam2873 5/15/1995 Pkt.: 1.00

One minute separation may be used between departing aircraft if they are to fly on tracks diverging by at least:

- 45° immediately after take-off.**
- 30° immediately after take-off.**
- 15° immediately after take-off.**
- 25° immediately after take-off.**

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361 3.7.3.2 Area Control Service Typ: MC 159 AviaExam2874 5/15/1995 Pkt.: 1.00

Two minutes separation may be used between departing aircraft if they are to fly on the same track, when:

- The preceding aircraft is 40 kt or more faster than the following aircraft.
- The preceding aircraft is 30 kt or more faster than the following aircraft.
- The preceding aircraft is 20 kt or more faster than the following aircraft.
- The preceding aircraft is 10 kt or more faster than the following aircraft.

362 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 109 AviaExam1748 8/18/1994 Pkt.: 1.00

General provisions for ATS - obstacle clearance

When does Air Traffic Control Services have the responsibility to prevent collisions with terrain?

- When a flight in accordance with IFR is vectored by radar.
- Always when ATS are provided.
- ATS never prevent collisions with terrain.
- ATS only provides prevention when an aircraft is flying IFR in IMC.

363 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 163 AviaExam2879 5/15/1995 Pkt.: 1.00

The tolerance value used to determine that mode C derived level information displayed to the controller is accurate shall be:

- +/- 300 ft.
- +/- 200 ft.
- +/- 250 ft.
- +/- 500 ft.

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364 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 110 AviaExam1750 8/18/1994 Pkt.: 1.00

One of the functions ensured by a radar control unit for the provision of approach control service is:

- To conduct surveillance radar approaches.**
- To apply a reduced vertical separation of 500 feet between IFR flights and VFR flights.**
- To apply a horizontal separation less than 5 NM.**
- To provide instructions in order to reduce separations minima, if accepted by the pilots.**

365 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 164 AviaExam2880 5/15/1995 Pkt.: 1.00

Unless otherwise prescribed by the appropriate ATS authority, the horizontal radar separation minimum shall be:

- 5.0 NM.**
- 3.0 NM.**
- 10.0 NM.**
- 3.5 NM.**

366 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 165 AviaExam2881 5/15/1995 Pkt.: 1.00

The criterion which shall be used to determine that a specific level is occupied by an aircraft shall be, (except that appropriate ATS authorities may specify a smaller criterion):

- +/- 300 ft.**
- +/- 200 ft.**
- +/- 150 ft.**
- +/- 250 ft.**

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367 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 168 AviaExam2884 5/15/1995 Pkt.: 1.00

The radar separation minimum may be reduced but not below:

- 3.0 NM.**
- 5.0 NM.**
- 2.0 NM.**
- 1.5 NM.**

368 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 169 AviaExam2885 5/15/1995 Pkt.: 1.00

Unless otherwise prescribed by the appropriate ATS authority, the radar controller should notify the non-radar controller when an aircraft making a radar approach is approximately:

- 8 NM.**
- 10 NM.**
- 5 NM.**
- 6 NM.**

369 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 171 AviaExam2887 5/15/1995 Pkt.: 1.00

When conducting a surveillance radar approach, the radar controller shall terminate the surveillance radar approach, except as determined by the appropriate ATS authority, at a distance of:

- 2 NM from touchdown.**
- 3 NM from touchdown.**
- 2.5 NM from touchdown.**
- 1 NM from touchdown.**

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370 3.5.1 Annex 2: Typ: MC 174 AviaExam2891 5/15/1995 Pkt.: 1.00

Aircraft wishing to conduct IFR flight within advisory airspace, but not electing to use the air traffic advisory service:

- Shall nevertheless submit a flight plan and notify changes made thereto to the ATS unit providing that service.
- Shall nevertheless submit a flight plan but changes made thereto are not necessary to be notified.
- need to file a flight plan
- may file a flight plan under pilot's discretion.

371 3.11.1.4 Search and rescue signals: Typ: MC 175 AviaExam2892 5/15/1995 Pkt.: 1.00

Search and Rescue

The colour of droppable containers and streamers for medical supply and first aid equipment is:

- Red
- Blue
- Black
- Yellow

372 3.11.1.4 Search and rescue signals: Typ: MC 176 AviaExam2893 5/15/1995 Pkt.: 1.00

The colour identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:

- Yellow for blankets and protective clothing.
- Red for food and water.
- Blue for medical supplies and first aid equipment.
- Black for food and water.

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373 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 178 AviaExam2896 5/15/1995 Pkt.: 1.00

The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the licence authority, provided that such deferment shall only be made as an exception and shall not exceed:

- A single period of six month in the case of a flight crew member of an aircraft engaged in non-commercial operations.
- Two consecutive periods each of three month in the case a flight crew member of an aircraft engaged in non-commercial operations.
- A single period of three month in the case of a flight crew member of an aircraft engaged in commercial operations.
- Two consecutive periods each of six month in the case of a flight crew member of an aircraft engaged in non-commercial operations.

374 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 113 AviaExam1754 8/18/1994 Pkt.: 1.00

One of the functions ensured by a radar control unit for the provision of approach control service is:

- To conduct precision radar approach (PAR).
- To apply a horizontal separation less than 5 NM.
- To apply a reduced vertical separation of 500 feet between IFR and VFR flights.
- To provide instructions to reduce the separation minima.

375 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 179 AviaExam2897 5/15/1995 Pkt.: 1.00

In accordance with annex 1, when a contracting state renders valid a licence issued by another contracting state, the validity of the authorisation:

- Shall not extend beyond the period of validity of the licence.
- Depends on the regulations of the contracting state which renders valid the licence.
- Shall not extend beyond one year for ATPL and PCL.
- Is only considered for PPL.

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376 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 114 AviaExam1755 8/18/1994 Pkt.: 1.00

Except otherwise established by the appropriate ATS authority a Surveillance Radar Approach (SRA) shall be terminated at a distance from the touchdown of:

- 2 NM.**
- 4 NM.**
- 5 NM.**
- 3 NM.**

377 3.1.1.4 Duties in relation to: Typ: MC 180 AviaExam5998 5/10/1996 Pkt.: 1.00

Which body of ICAO finalises the Standard and Recommended Practices (SARPS) for submission for adoption?

- the Air Navigation Commission**
- the Assembly**
- the Council**
- the Regional Air Navigation meeting**

378 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 181 AviaExam6001 5/13/1996 Pkt.: 1.00

You may act as a flight instructor to carry out flight instruction for the issue of a PPL

- With a valid licence plus flight instructor rating**
- With a PPL plus CPL theory**
- With a PPL plus flight instructor rating**
- With a CPL**

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379 3.8.1 Annex 15 Typ: MC 183 AviaExam6004 5/13/1996 Pkt.: 1.00

AIP

Which part of the AIP contains a list with "Location Indicators"?

- GEN
- ENR
- AD
- LOC

380 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 184 AviaExam6005 5/14/1996 Pkt.: 1.00

The minimum age for obtaining a PPL is:

- 17 years
- 16 years
- 18 years
- 21 years

381 3.5.1 Annex 2: Typ: MC 185 AviaExam6006 5/14/1996 Pkt.: 1.00

An aircraft is considered to overtake another if it approaches the other aircraft from the rear on a line forming an angle of less than:

- 70 degrees with the plane of symmetry of the latter
- 50 degrees with the plane of symmetry of the latter
- 60 degrees with the plane of symmetry of the latter
- 80 degrees with the plane of symmetry of the latter

382 3.5 RULES OF THE AIR (based on ANNEX 2) Typ: MC 186 AviaExam6008 5/14/1996 Pkt.: 1.00

Which provisions on a VFR-flight in Class E airspace are CORRECT?

- Service provided: Traffic Information as far as practical; ATC Clearance: not required ;
- Service provided: Air Traffic Control Service; ATC Clearance: required ;
- Service provided: Traffic Information as far as practical; ATC Clearance: required ;
- Service provided: Air Traffic Control Service; ATC Clearance: not required

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383 3.5.1 Annex 2: Typ: MC 187 AviaExam6009 5/14/1996 Pkt.: 1.00

VMC minima for VFR flights in Class B airspace, above 3050m (10000 ft) AMSL, are:

- 8 km visibility, and clear of clouds ;**
- 5 km visibility, 1500 m horizontal and 1000 ft vertical distance from clouds ;**
- 8 km visibility, 1500 m horizontal and 1000 ft vertical distance from clouds ;**
- No minima, VFR flights are not permitted**

384 3.1.1.1 Part 1 Air Navigation Typ: MC 189 AviaExam6019 5/20/1996 Pkt.: 1.00

An airline is planning a flight that will require a Technical landing in a neighbouring state. Which freedom of the Air will be exercised?

- 2nd freedom**
- 1st freedom**
- 3rd freedom**
- 4th freedom**

385 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 190 AviaExam6020 11/1/2013 Pkt.: 1.00

Radar controlled aircraft on intermediate or final approach may be requested to make minor speed adjustments by ATC. These adjustments shall never be more than:

- 20 knots and not within 4 NM of threshold**
- 10 knots and not within 5 NM of threshold**
- 15 knots at any stage**
- 25 knots at any stage**

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386 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 125 AviaExam2561 3/28/1995 Pkt.: 1.00

The proficiency check of a pilot took place the 15th of April. The validity of the previous proficiency check was the 30th of June. The period of the new proficiency check can be and can't exceed:

- 31th of December the same year**
- 15th of October the same year**
- 30th of October the same year**
- 30th of April the following year**

387 3.9.1.2 Visual aids for navigation Typ: MC 193 AviaExam6025 5/20/1996 Pkt.: 1.00

When a fixed-distance marking has to be provided this marking shall commence at:

- 300 m from threshold**
- 150 m from threshold**
- 450 m from threshold**
- 600 m from threshold**

388 3.7.1.1 General Typ: MC 195 AviaExam6032 5/20/1996 Pkt.: 1.00

To perform a VFR flight in airspace classification E :

- two way radio communication is not required.**
- a clearance is required.**
- a clearance and two-way radio communication is required.**
- a clearance and/or two-way radio communication is required.**

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389 3.7.3.4 Aerodrome Control Service Typ: MC 196 AviaExam6033 5/21/1996 Pkt.: 1.00

Which statement regarding approach control service is correct?

- If it is anticipated that an aircraft has to hold for 30 minutes or more, an Expected Approach Time will be transmitted by the most expeditious means to the aircraft
- Approach control have to advise the aircraft operators about substantial delays in departure in any event when they are expected to exceed 45 minutes ;
- An approach sequence shall be established according to the sequence of initial radio contact between aircraft and approach control ;
- During a visual approach an aircraft is maintaining its own separation ;

390 3.6.2 Definitions and abbreviations Typ: MC 126 AviaExam2565 12/29/2008 Pkt.: 1.00

What does the abbreviation OIS mean? (Doc 8168)

- Obstacle identification surface.
- Obstacle in surface.
- Obstacle identification slope.
- Obstruction in surface.

391 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 197 AviaExam6034 5/21/1996 Pkt.: 1.00

**Radar identification of a departing aircraft can be achieved if a radar blip is observed within a certain distance from the end of the runway.
Identification has to be achieved within:**

- 1NM
- 2NM
- 3NM
- 5NM

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392 3.6.2 Definitions and abbreviations Typ: MC 127 AviaExam2566 12/29/2008 Pkt.: 1.00

In Pans-Ops, the abbreviation DER stands for (Doc 8168)

- Departure end of runway.**
- Distance error in routing.**
- Direct entry route.**
- Displaced end of runway.**

393 3.9.1.2 Visual aids for navigation Typ: MC 198 AviaExam6038 5/21/1996 Pkt.: 1.00

Runway-lead-in lighting should consist:

- of group of at least three white lights flashing in sequence towards the runway ;**
- always of a straight row of lights towards the runway**
- of flashing lights only;**
- of an arbitrary amount of green lights;**

394 3.6.3 Departure procedures Typ: MC 128 AviaExam2568 4/5/1995 Pkt.: 1.00

Instrument Departure Procedure - Wind correction

Flying an Instrument Departure Procedure pilots are expected to:

- correct the track for known wind to remain within the protected airspace.**
- request from ATC an adequate heading to cater for wind direction and strength.**
- ignore the wind and proceed on a heading equal to the track.**
- request a clearance from ATC with regards to a wind correction to be applied.**

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395 3.7.1.4 Alerting Service Typ: MC 199 AviaExam6044 5/23/1996 Pkt.: 1.00

Which of the following statements regarding Alerting service is correct?

- Alerting Service and Flight Information Service are often provided by the same ATS unit
- The Alert phase is established when no communication has been received from an aircraft within a period of thirty minutes after the time a communication should have been received;
- The distress phase is established when an aircraft is known or believed to be the subject of unlawful interference
- Aircraft in the vicinity of an aircraft known or believed to be the subject of unlawful interference, shall be informed about this;

396 3.6.3 Departure procedures Typ: MC 129 AviaExam2570 4/5/1995 Pkt.: 1.00

Departure procedure - Design

The main factor/s that dictate/s in general the design of an instrument departure procedure is/are:

- the terrain surrounding the aerodrome.
- ATC availability and requirements.
- availability of navigation aids.
- airspace restrictions applicable and in force.

397 3.7.3.4 Aerodrome Control Service Typ: MC 200 AviaExam6045 5/23/1996 Pkt.: 1.00

Which of the following statements regarding aerodrome control service is correct?

- An aircraft entering the traffic circuit without permission of ATC, will be cleared to land if this is desirable ;
- The aerodrome control service is a service provided for the purpose of preventing collisions between aircraft on the movement area;
- Suspension of VFR operations can not be initiated by the aerodrome controller;
- ATC permission is required for entering the apron with a vehicle

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398 3.7.1.1 General Typ: MC 201 AviaExam6046 5/23/1996 Pkt.: 1.00

Which statement is correct?

- The lower limit of a TMA shall be established at a height of at least 700ft AGL;
- The lower limit of a CTA shall be established at a height of at least 1500ft AGL;
- The upper limit of a CTR shall be established at a height of at least 3000ft AMSL;
- The lower limit of an UIR may coincide with an IFR cruising level

399 3.7.3.2 Area Control Service Typ: MC 202 AviaExam6047 5/23/1996 Pkt.: 1.00

The separation method whereby the vertical and horizontal separation may be reduced till a maximum of half the standard criteria is called:

- Composite separation
- Combined separation
- Reduced separation
- Essential separation

400 3.4.0.0.1 applicability Typ: MC 1335 9 2/9/2009 Pkt.: 1.00

The validity for Airline Transport Pilots Licence issued in Kenya is

- 6 months irrespective of age
- 12 months if the holder is 40 years or more
- 24 months if the holder is less than 40 years
- none of the above

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401 3.6.3 Departure procedures Typ: MC 121 AviaExam2572 4/5/1995 Pkt.: 1.00

Standard Instrument Departure Procedures - Straight Departures

A straight departure is one in which the initial departure track does not deviate from the alignment of the extended runway centre line by more than:

- 15°.
- 30°.
- 45°.
- 12.5°.

402 3.8.1 Annex 15 Typ: MC 203 AviaExam6056 5/23/1996 Pkt.: 1.00

The closure of a runway for a year, because of maintenance, will be published:

- in NOTAM and AIP, inclusive Supplement.
- only in NOTAM
- only in AIP
- NOTAM, AIP and MAL

403 3.9.1.2 Visual aids for navigation Typ: MC 204 AviaExam6060 5/23/1996 Pkt.: 1.00

Aerodromes signs should be in the following configuration:

- information signs; yellow or black background with black or yellow inscriptions.
- mandatory instruction signs ; red background with black inscriptions.
- information signs; orange background with black inscriptions.
- mandatory instruction signs; black background with red inscriptions.

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404 3.5.1 Annex 2: Typ: MC 205 AviaExam6063 5/23/1996 Pkt.: 1.00

When a controlled flight inadvertently deviates from its current flight plan, ATC has to be informed in case:

- the TAS varies by plus or minus 5% of the TAS notified in the flight plan.
- of an emergency.
- the estimated time is in error by more than 10 minutes.
- it is a deviation from the track.

405 3.6.4 Approach procedures Typ: MC 130 AviaExam2583 4/5/1995 Pkt.: 1.00

Approach procedures, Arrival and Approach Segments - Intermediate approach segment

What is the minimum obstacle clearance requirement at the end of the primary area of the intermediate approach segment in an instrument approach procedure?

- 300m (984 ft) reducing to 150 m (492 ft).
- 150m (492 ft) reducing to 0 m.
- 450m (1476 ft) reducing to 150 m (492 ft).
- 300 m (984 ft) reducing to 0 m.

406 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 206 AviaExam6065 5/23/1996 Pkt.: 1.00

When the transponder appears to be unserviceable prior to departure and restore is impossible, than:

- departure to the nearest suitable airport where repair can be effected is allowed
- you must indicate the failure in the fight plan, after which the ATC will endeavour to provide for continuation of the flight;
- the flight can only continue in the most direct manner;
- you are not allowed to commence the flight

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407 3.6.4 Approach procedures Typ: MC 131 AviaExam2584 4/5/1995 Pkt.: 1.00

Approach procedures - Arrival and approach segments

In an instrument approach procedure, the segment in which alignment and descent for landing are made is called:

- Final approach segment.
- Initial approach segment.
- Intermediate approach segment.
- Arrival segment.

408 3.5.1 Annex 2: Typ: MC 207 AviaExam6066 5/23/1996 Pkt.: 1.00

Where State has not established minimum IFR altitudes, the minimum height of an aircraft above the highest obstacle over high terrain, or in mountainous areas shall be for an IFR flight:

- at least 2000 feet within 8 KM of the estimated position
- at least 1000 feet within 5KM of the estimated position
- at least 1000 feet within 8 KM of the estimated position
- at least 2000 feet within 5KM of the estimated position

409 3.5.1 Annex 2: Typ: MC 208 AviaExam6067 5/23/1996 Pkt.: 1.00

An aircraft shall display, if so equipped, an anti-collision light:

- on the ground when the engines are running
- outside the daylight-period in flight, but not on the ground when it is being towed;
- while taxiing, but not when it is being towed;
- outside the daylight-period at engine-start. During the daylight-period this is not applicable;

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410 3.4.0.0.1 applicability Typ: MC 1338 13 11/18/2008 Pkt.: 1.00

The minimum age for a person to acquire an Commercial Pilot's Licence in Kenya is

- 18 years
- 24 years.
- 21 years
- 17 years

411 3.6.4 Approach procedures Typ: MC 132 AviaExam2585 4/5/1995 Pkt.: 1.00

Approach procedures - Final approach segment

In a precision approach (ILS), the final approach segment begins at the:

- FAP.
- FAF.
- MAP.
- IF.

412 3.6.4 Approach procedures Typ: MC 133 AviaExam2586 4/5/1995 Pkt.: 1.00

Approach procedures - final approach segment

In a precision approach (ILS), generally glide path interception occurs at heights above runway elevation from:

- 300m (984 ft) to 900m (2955 ft).
- 300m (984 ft) to 600m (1968 ft).
- 150m (492 ft) to 300m (984 ft).
- 150m (492 ft) to 900m (2955 ft).

413 3.5.1 Annex 2: Typ: MC 209 AviaExam6070 5/23/1996 Pkt.: 1.00

The white dumb-bell with black perpendicular bar indicates that:

- taxiing need not be confined to the taxiways ;
- glider flying is performed outside the landing area;
- landing, take-off and taxiing is allowed on runway and/or taxiway only;
- this aerodrome is using parallel runways

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414 3.5.1 Annex 2: Typ: MC 210 AviaExam6072 12/29/2008 Pkt.: 1.00

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall:

- follow the instructions of the intercepting aircraft and request immediate clarification.
- ignore the signals of the intercepting aircraft and request instructions from the appropriate ATS unit.
- ignore the signals of the intercepting aircraft and continue in accordance with the last clearance received and confirmed by the appropriate ATS unit.
- select transponder mode A, squawk 7600, fly holding patterns until having received instructions from the appropriate ATS unit.

415 3.6.4 Approach procedures Typ: MC 134 AviaExam2587 4/5/1995 Pkt.: 1.00

Approach procedures - Final approach segment - precision approach - ILS
The ILS obstacle clearance surfaces assume that the pilot does not normally deviate from the centreline more than:

- Half a scale deflection after being established on the track.
- One full scale deflection after being established on the track.
- A quarter of a scale deflection after being established on the track.
- One and a half of a scale deflection after being established on the track.

416 3.7.3.3 Approach Control Service Typ: MC 213 AviaExam6077 5/23/1996 Pkt.: 1.00

An approaching aircraft may descent below the MSA if:

- all mentioned answers are correct
- the pilot has the field and the underlying terrain in sight and will keep it in sight;
- the aircraft gets radar vectors ;
- the pilot is following the published approach procedure

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417 3.6.4 Approach procedures Typ: MC 135 AviaExam2589 4/5/1995 Pkt.: 1.00

Approach Procedures - Missed Approach - Phases

A complete missed approach procedure consists of the following phases?

- Initial, intermediate and final.
- Arrival, initial, intermediate and final.
- Arrival, intermediate and final.
- Initial and final.

418 3.6.4 Approach procedures Typ: MC 136 AviaExam2592 4/5/1995 Pkt.: 1.00

Approach Procedures - Circling

The term used to describe the visual phase of flight after completing an instrument approach, to bring an aircraft into position for landing on a runway which is not suitably located for straight-in approach, is:

- Visual manoeuvring (circling).
- Visual approach.
- Contact approach.
- Aerodrome traffic pattern.

419 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 214 AviaExam6082 5/23/1996 Pkt.: 1.00

To be able to execute a public transport flight, the minimum and maximum age (with ATPL) is:

- 21 and 59 years
- 16 and 60 years
- 17 and 59 years
- 18 and 60 years

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420 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 216 AviaExam6092 5/28/1996 Pkt.: 1.00

Except when prescribed in procedures or made possible by agreements, aircraft under radar-control shall not be vectored closer to the boundary of controlled airspace than:

- 2,5 NM**
- 1,5 NM**
- 3 NM**
- 5 NM**

421 3.6.4 Approach procedures Typ: MC 137 AviaExam2593 4/5/1995 Pkt.: 1.00

Approach Procedures - Circling

It is permissible to eliminate from consideration a particular sector where a prominent obstacle exists in the visual manoeuvring (circling) area outside the final approach and missed approach area. When this option is exercised, the published procedure:

- Prohibits circling within the total sector in which the obstacle exists.**
- Permits circling only in VMC.**
- Recommends not to perform circling within the total sector in which the obstacle exists.**
- Prohibits the circling approach to the affected runway.**

422 3.6.4 Approach procedures Typ: MC 138 AviaExam2595 4/5/1995 Pkt.: 1.00

Approach Procedures - Visual Flight Manoeuvre - Circling

A circling approach is:

- A visual flight manoeuvre keeping the runway environment in sight while at MDA/H.**
- A visual manoeuvre to be conducted only in IMC.**
- A visual flight manoeuvre to be performed when radar vectoring is available.**
- A visual flight manoeuvre that may be carried out as long as visual ground contact can be maintained.**

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423 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 217 AviaExam6093 5/28/1996 Pkt.: 1.00

During radar-control, a "radar-controller" shall issue a missed-approach instruction, in case the "tower-controller" has not issued a "landing-clearance" at the moment the aircraft is:

- 2 NM from touch-down;**
- 1NM from touch-down;**
- 3 NM from touch-down;**
- 4 NM from touch-down;**

424 3.6.5 Holding procedures Typ: MC 139 AviaExam2598 4/5/1995 Pkt.: 1.00

Holding Procedures - Entry

Related to the three entry sectors in a holding pattern, there is a zone of flexibility on either side of the sectors boundaries of:

- 5°.**
- 10°.**
- 15°.**
- 20°.**

425 3.7.3.3 Approach Control Service Typ: MC 218 AviaExam6094 5/28/1996 Pkt.: 1.00

Which statement is correct ?

During a "Visual Approach" in Controlled Airspace (Class C):

- ATC will apply separation with other traffic**
- the pilot to apply separation with other traffic;**
- ATC will apply separation only with other IFR-traffic**
- ATC will apply separation with other arriving traffic**

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426 3.6.5 Holding procedures Typ: MC 140 AviaExam2599 4/5/1995 Pkt.: 1.00

Holding Procedures - Buffer Area

How far beyond the boundary of the holding area extends the buffer area?

- 5 NM.**
- 3 NM.**
- 5 km.**
- 3 km.**

427 3.1.2.1 The intern. Air Transp. Agreement Typ: MC 219 AviaExam6095 5/28/1996 Pkt.: 1.00

"Cabotage" refers to:

- domestic air services ;**
- a national air carrier;**
- a flight above territorial waters;**
- crop spraying**

428 3.7.3.1 General provisions Typ: MC 220 AviaExam6097 5/28/1996 Pkt.: 1.00

A Special Air Report comprises a number of sections.

In section I the pilot fills in:

- a position report, including aircraft identification, height, position and time ;**
- weather noted ;**
- flight identification and weather noted ;**
- urgent messages**

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429 3.5.1 Annex 2: Typ: MC 222 AviaExam9295 1/21/1997 Pkt.: 1.00

An aircraft which is being subjected to unlawful interference ('hijacked') and is forced to divert from the cleared track or cruising level without being able to communicate with ATS shall try to:

- Continue at an altitude that differs from the semicircular rule with 1000 feet when above FL 290 and 500 feet when lower than FL 290
- Fly the emergency triangle
- Declare an emergency
- As soon as possible commence emergency descent in order minimise the difference between cabin pressure and outside pressure

430 3.7.1.1 General Typ: MC 223 AviaExam9296 1/21/1997 Pkt.: 1.00

What is the speed limit (IAS) in airspace class E?

- 250 kt for IFR and VFR UP TO FL 100
- 250 kt only for VFR up to FL 195
- 250 kt VFR and IFR, all levels
- 250 kt only for IFR up to FL 100

431 3.9.1.1 aerodrome data Typ: MC 224 AviaExam9299 1/21/1997 Pkt.: 1.00

Within the Annex to the ICAO convention that specifies dimensions of aerodromes are codes for different runways. Which is the minimum width of a runway with runway code 4?

- 45 metres
- 35 metres
- 40 metres
- 50 metres

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432 3.6.7 Secondary surveillance radar Typ: MC 145 AviaExam2607 4/5/1995 Pkt.: 1.00

SSR - Transponder

When an aircraft is subjected to unlawful interference, the pilot-in-command shall indicate the situation by setting the transponder to Mode A, Code

- 7500.
- 7700.
- 7600.
- 7000.

433 3.1.1.3 Regional structure and offices Typ: MC 226 AviaExam9301 1/21/1997 Pkt.: 1.00

One of the main objectives of ICAO is to:

- develop principles and technique for international aviation
- approve the ticket prices set by international airline companies
- approve new international airlines with jet aircraft
- approve new international airlines

434 3.6.7 Secondary surveillance radar Typ: MC 146 AviaExam2608 4/5/1995 Pkt.: 1.00

SSR - Transponder

Pilots shall not SQUAK IDENT unless they:

- are requested by ATC.
- operate within controlled airspace.
- operate a transponder with Mode C.
- operate outside controlled airspace.

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435 3.1.1.4 Duties in relation to: Typ: MC 227 AviaExam9302 1/21/1997 Pkt.: 1.00

The 'Standards' contained in the Annexes to the Chicago convention are to be considered:

- binding for the member states that have not notified ICAO about a national difference
- advice and guidance for the aviation legislation within the member states
- binding for all member states
- binding for all air line companies with international traffic

436 3.7.1.2 Air Traffic Control Typ: MC 148 AviaExam2863 5/15/1995 Pkt.: 1.00

The longitudinal separation minima based on time between aircraft at same cruising level where navigation aids permit frequent determination of position and speed, is:

- 10 minutes.
- 5 minutes.
- 15 minutes.
- 3 minutes.

437 3.1.2 Other International agreements Typ: MC 228 AviaExam9303 1/21/1997 Pkt.: 1.00

The Warsaw convention and later amendments deals with:

- limitation of the operator's liability for damage caused to passengers and goods transported
- the regulation of transportation of dangerous goods
- operator's licence for international scheduled aviation
- the security system at airports

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438 3.6.6 Altimeter setting procedures Typ: MC 229 AviaExam9307 1/21/1997 Pkt.: 1.00

Altimeter setting procedures - transition altitude / level

In the vicinity of an aerodrome of intended landing or used for take-off, the vertical position of aircraft shall be expressed in term of:

- altitude above mean sea level at or below the transition altitude
- altitude above mean sea level at or above the transition altitude
- flight level at or below the transition level
- flight level at or below the transition altitude

439 3.6.6 Altimeter setting procedures Typ: MC 230 AviaExam9308 1/21/1997 Pkt.: 1.00

Altimeter setting procedures - Transition Layer

When flying through the transition layer the vertical position of the aircraft should be expressed as:

- altitude during descent
- altitude during climb
- flight level during descent
- either altitude or flight level during climb

440 3.7.1.2 Air Traffic Control Typ: MC 150 AviaExam2865 5/15/1995 Pkt.: 1.00

The longitudinal separation minima based on time between aircraft at same cruising level where navigation aids permit frequent determination of position and speed and the preceding aircraft is maintaining a true airspeed of 40 kt or more faster than the succeeding aircraft, is:

- 3 minutes.
- 5 minutes.
- 6 minutes.
- 10 minutes.

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441 3.6.4 Approach procedures Typ: MC 235 AviaExam9315 1/21/1997 Pkt.: 1.00

Approach procedures - Circling

The visual contact with the runway is lost on the down-wind leg, while circling to land following an instrument approach. You have to initiate a go-around:

- Make an initial climbing turn towards the runway and initiate the missed approach.
- Make a turn of 90 degrees towards the runway and try to regain visual contact.
- If you have other visual cues of the aerodrome environment, continue with visual ground contact.
- Turn towards the runway, maintain altitude and request ATC instructions.

442 3.1.2 Other International agreements Typ: MC 236 AviaExam9317 1/21/1997 Pkt.: 1.00

Which of the following is obligating for members of ICAO?

- ICAO must be informed about differences from the standards in any of the Annexes to the convention
- ICAO shall approve the pricing of tickets on international airline connections
- ICAO must be informed about changes in the national regulations
- ICAO must be informed about new flight crew licenses and any suspended validity of such licenses

443 3.5.1 Annex 2: Typ: MC 237 AviaExam9318 1/21/1997 Pkt.: 1.00

An aircraft which is being subjected to unlawful interference ('hijacked') and is forced to divert from the cleared track or cruising level without being able to communicate with ATS shall try to:

- Continue at an altitude that differs from the semicircular rule with 1000 feet when above FL 290 and 500 feet when lower than FL 290
- Fly the emergency triangle
- Declare an emergency
- As soon as possible commence emergency descent in order minimise the difference between cabin pressure and outside pressure

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444 3.7.1.2 Air Traffic Control Typ: MC 153 AviaExam2868 5/15/1995 Pkt.: 1.00

When an aircraft will pass through the level of another aircraft on the same track, the following minimum longitudinal separation shall be provided:

- 15 minutes at the time the level is crossed.
- 10 minutes at the time the level is crossed.
- 5 minutes at the time the level is crossed.
- 20 minutes at the time the level is crossed.

445 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 238 AviaExam9319 1/21/1997 Pkt.: 1.00

Which of the following Annexes to the Chicago convention contains minimum specifications for a crew licence to have international validity?

- Annex 1
- Annex 2
- Annex 3
- Annex 4

446 3.9.1 Annex 14 Typ: MC 239 AviaExam9320 1/21/1997 Pkt.: 1.00

Which of the following Annexes to the Chicago convention contains minimum specifications for the design of aerodromes?

- Annex 14
- Annex 6
- Annex 11
- Annex 10

447 3.7.1 Air Traffic Services - Annex 11 Typ: MC 240 AviaExam9321 1/21/1997 Pkt.: 1.00

Which of the following Annexes to the Chicago convention contains international standards and recommended practices for air traffic services (ATS)?

- Annex 11
- Annex 14
- Annex 6
- Annex 17

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448 3.13.1 Annex 13 Typ: MC 243 AviaExam9472 12/29/2008 Pkt.: 1.00

Who is responsible for the initiation of an accident investigation?

- The Authority of the State in which the accident took place.**
- The Operators of the same aircraft type.**
- The aircraft manufacturer.**
- The State of design and manufacturer.**

449 3.7.3.4 Aerodrome Control Service Typ: MC 244 AviaExam9478 2/20/1997 Pkt.: 1.00

According to international agreements wind direction shall be adjusted to the local variation and given in degrees magnetic:

- Before landing and take-off**
- When the local variation exceeds 10° East or 10° West.**
- In upper wind forecast for areas north of lat 60° north or 60° south.**
- When an aircraft on the request by a meteorological watch office (MWO) or at specified points transmits a PIREP**

450 3.6.6 Altimeter setting procedures Typ: MC 246 AviaExam9480 2/20/1997 Pkt.: 1.00

Altimeter setting procedures - Definitions

The Transition Level:

- shall be the lowest flight level available for use above the transition altitude.**
- shall be the highest available flight level below the transition altitude that has been established.**
- is published for the aerodrome in the Section ENR of the AIP.**
- is calculated and declared for an approach by the Pilot-in command.**

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451 3.6.6 Altimeter setting procedures Typ: MC 247 AviaExam9481 2/20/1997 Pkt.: 1.00

Altimeter setting procedures - transition level

The transition level:

- will be passed to aircraft by ATS units**
- is published on the approach and landing chart for each aerodrome**
- is calculated by the Pilot-in command**
- is published and updated in the NOTAM**

452 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 160 AviaExam2875 5/15/1995 Pkt.: 1.00

When vectoring an aircraft to intercept the localizer course, the final vector furnished shall be such as to enable the aircraft to intercept the localizer course at an angle not greater than:

- 30 degrees.**
- 25 degrees.**
- 15 degrees.**
- 20 degrees.**

453 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 161 AviaExam2876 5/15/1995 Pkt.: 1.00

The following minimum radar separation shall be provided between aircraft on the same localizer with additional longitudinal separation as required for wake turbulence:

- 3 NM.**
- 2 NM.**
- 5 NM.**
- 2.5 NM.**

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454 3.7.3.3 Approach Control Service Typ: MC 250 AviaExam9496 2/20/1997 Pkt.: 1.00

For controlled traffic that shall be separated in the vicinity of an airport, separation minima may be reduced:

- When the commander in the following aircraft has the preceding aircraft in sight and is able to maintain own separation
- At the discretion of the air traffic controller
- If the commander of the involved aircraft so requests
- Only if the air traffic controller has the involved aircraft in sight

455 3.7.3.3 Approach Control Service Typ: MC 251 AviaExam9497 2/20/1997 Pkt.: 1.00

If the crew on an arriving aircraft approaching a controlled aerodrome will report 'field in sight', a clearance for 'visual approach' may be given under certain conditions

- The air traffic controller will provide separation to other controlled traffic
- Continued approach will be according to VFR
- The approach must be passing the FAF
- The meteorological visibility must not be less than 8 km

456 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 162 AviaExam2878 5/15/1995 Pkt.: 1.00

The minimum radar separation to be provided to aircraft established on the localizer course shall be:

- 3.0 NM between aircraft on the same localizer course.
- 3.0 NM between aircraft on adjacent localizer course.
- 2.0 NM between aircraft on the same localizer course.
- 5.0 NM between aircraft on the same localizer course.

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457 3.7.1.2 Air Traffic Control Typ: MC 252 AviaExam9499 2/20/1997 Pkt.: 1.00

What is the shortest distance in a sequence for landing between a 'Heavy' aircraft preceding a 'Light' aircraft

6 NM

3 NM

2 km

10 km

458 3.7.3.2 Area Control Service Typ: MC 253 AviaExam9500 2/20/1997 Pkt.: 1.00

Aircraft flying along the same track may be separated by DME-distances from the same DME and it is confirmed that the aircraft have passed each other. Specify the shortest difference in DME-distance to make it possible for one aircraft to climb or descend

10 NM

12 NM

15 NM

20 NM

459 3.1.1.2 Part II The International Civil Aviation Typ: MC 254 AviaExam9505 2/20/1997 Pkt.: 1.00

The objectives of ICAO was ratified by the:

Chicago convention 1944

Warsaw convention 1929

Geneva convention 1948

Geneva convention 1936

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460 3.11.1.4 Search and rescue signals: Typ: MC 221 AviaExam9801 6/16/1997 Pkt.: 1.00

Search and Rescue signals

The ground - air visual code for: "REQUIRE ASSISTANCE" is:

- V
- X
- N
- Y

461 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 166 AviaExam2882 5/15/1995 Pkt.: 1.00

An aircraft is considered to be maintaining its assigned level as long as the SSR mode C derived level information indicated that it is within:

- +/- 300 ft of the assigned level.
- +/- 200 ft of the assigned level.
- +/- 250 ft of the assigned level.
- +/- 500 ft of the assigned level.

462 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 167 AviaExam2883 5/15/1995 Pkt.: 1.00

An aircraft in climb or descent is considered to have crossed a level when the SSR mode C derived level information indicates that it has passed this level in the required direction by:

- More than 300 ft.
- 300 ft.
- +/- 300 ft.
- More than 200 ft.

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463 3.11.1.4 Search and rescue signals: Typ: MC 255 AviaExam9803 2/5/2009 Pkt.: 1.00

The ground - air visual code for: "REQUIRE MEDICAL ASSISTANCE" is:

- X
- V
- N
- Y

464 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 256 AviaExam9809 6/17/1997 Pkt.: 1.00

The holder of a pilot's licence should inform the Authority of any illness which they are suffering which involves incapacity to undertake those functions to which the licence relates throughout a period of a certain number of days or more. The number of days is:

- 21
- 30
- 60
- 90

465 3.9.1.2 Visual aids for navigation Typ: MC 225 AviaExam9300 11/2/2013 Pkt.: 1.00

Within the Annex to the ICAO convention that specifies dimensions of aerodromes is a specific dimension given for the approach light system for CAT 1 ILS. What should be the length of this approach light system?

- 900 metres
- 420 metres
- 1000 metres
- 1200 metres

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466 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 257 AviaExam9810 6/17/1997 Pkt.: 1.00

If a licence holder is unable to perform the flight crew functions appropriate to that licence due to illness, the authority must be informed:

- After 21 days of consecutive "illness"**
- as soon as possible if the illness is expected to last more than 21days**
- after one calendar month of consecutive illness**
- if still not fit to fly when his/her current medical certificate expires**

467 3.7.3.3 Approach Control Service Typ: MC 258 AviaExam9811 6/17/1997 Pkt.: 1.00

If an arriving aircraft is making a straight in approach a departing aircraft may take off in any direction

- until five minutes before the arriving aircraft is estimated to be over the instrument runway**
- until three minutes before the arriving aircraft is estimated to be over the instrument runway**
- until two minutes before the arriving aircraft is estimated to be over the instrument runway**
- until ten minutes before the arriving aircraft is estimated to be over the instrument runway**

468 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 170 AviaExam2886 5/15/1995 Pkt.: 1.00

An aircraft making a radar approach should be advised to consider executing a missed approach, if the position or identification of the aircraft is in doubt during any portion of the final approach or if the aircraft is not visible on the radar display for significant interval during the last:

- 2 NM.**
- 3 NM.**
- 1 NM.**
- 4 NM.**

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469 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 259 AviaExam9812 6/17/1997 Pkt.: 1.00

When surveillance radar approaches are to be continued to the threshold of the runway transmission should not be interrupted for intervals of more than five seconds while the aircraft is within a distance of:

- 4 NM from the touchdown**
- 2 NM from the touchdown**
- 3 NM from the touchdown**
- 1.5 NM from the touchdown**

470 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 260 AviaExam9813 6/17/1997 Pkt.: 1.00

The surveillance radar approach shall be terminated at a distance of 2 NM from the touchdown except when as determined by the appropriate ATS authority, the accuracy of the radar equipment permits to be continued to a prescribed point less than 2 NM from the touchdown. In this case distance and level information shall be given at each

- half NM**
- 1 NM**
- 1.5 NM**
- half mile**

471 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 172 AviaExam2888 5/15/1995 Pkt.: 1.00

Subject to conditions specified by the appropriate ATS authority, a radar controller may request radar-controlled aircraft to adjust their speed when established on intermediate and final approach. This speed adjustment should not be more than:

- +/- 20 kt.**
- +/- 10 kt.**
- +/- 15 kt.**
- +/- 8 kt.**

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472 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 173 AviaExam2889 5/15/1995 Pkt.: 1.00

The radar controller shall not request the pilot to adjust the speed where the aircraft has passed:

- 4 NM from the threshold on final approach.**
- 2 NM from the threshold on final approach.**
- 3 NM from the threshold on final approach.**
- 5 NM from the threshold on final approach.**

473 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 261 AviaExam9814 6/17/1997 Pkt.: 1.00

Clearance to land or any alternative clearance received from the non-radar controller should normally be passed to the aircraft before it reaches a distance of:

- 2 NM from touchdown**
- 3 NM from touchdown**
- 4 NM from touchdown**
- 5 NM from touchdown**

474 3.7.3.4 Aerodrome Control Service Typ: MC 265 AviaExam9818 6/18/1997 Pkt.: 1.00

Lights on and in the vicinity of aerodromes may be turned off, provided that they can be again brought into operation:

- At least one hour before the expected arrival of an aircraft**
- At least 30 minutes before the expected arrival of an aircraft**
- At least 15 minutes before the expected arrival of an aircraft**
- At least 5 minutes before the expected arrival of an aircraft**

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475 3.7.3.3 Approach Control Service Typ: MC 266 AviaExam9819 6/18/1997 Pkt.: 1.00

At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean cross-wind component significant change is:

5 KT

3 KT

10 KT

8 KT

476 3.7.3.3 Approach Control Service Typ: MC 267 AviaExam9820 6/18/1997 Pkt.: 1.00

At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean tail-wind component significant change is:

2 KT

4 KT

5 KT

3 KT

477 3.11.1.4 Search and rescue signals: Typ: MC 177 AviaExam2894 5/15/1995 Pkt.: 1.00

Search and Rescue

The colour of droppable containers and streamers for food and water is:

Blue

Red

Black

Yellow

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478 3.7.3.3 Approach Control Service Typ: MC 268 AviaExam9821 6/18/1997 Pkt.: 1.00

At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean head-wind component significant change is:

- 10 KT
- 5 KT
- 8 KT
- 4 KT

479 3.7.3.2 Area Control Service Typ: MC 269 AviaExam9822 6/18/1997 Pkt.: 1.00

Whenever unlawful interference with an aircraft is suspected, and where automatic distinct display of SSR Mode A code 7500 and code 7700 is not provided, the radar controller shall attempt to verify this suspicion by:

- Setting the SSR decoder to mode A code 7500 and thereafter to code 7700
- Setting the SSR decoder to mode A code 7000 and thereafter to code 7500
- Setting the SSR decoder to mode A 7500 then to standby and thereafter to code 7700
- Setting the SSR decoder to mode A 7700 then to standby and thereafter to code 7500

480 3.7.3.2 Area Control Service Typ: MC 270 AviaExam9823 6/18/1997 Pkt.: 1.00

When the Mach number technique (MNT) is being applied, and the preceding aircraft shall maintain a mach number equal to or greater than the following aircraft a RNAV distance based separation minimum may be used on the same direction tracks in lieu of 10 minutes longitudinal separation minimum. The distance is:

- 80 NM
- 100 NM
- 70 NM
- 60 NM

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481 3.7.3.2 Area Control Service Typ: MC 271 AviaExam9824 6/18/1997 Pkt.: 1.00

Longitudinal separation minima based on distance using DME for aircraft at the same cruising level and track, provided that each aircraft utilises "on Track" DME stations and separation is checked by obtaining simultaneous DME readings, is:

20 NM

10 NM

25 NM

40 NM

482 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 182 AviaExam6003 5/13/1996 Pkt.: 1.00

The validity of the instrument-rating aeroplane - IR(A) is:

1 year

6 months

5 years

2 years

483 3.7.3.2 Area Control Service Typ: MC 274 AviaExam9827 6/18/1997 Pkt.: 1.00

Longitudinal separation minima based on time for aircraft at the same cruising level when navigation aids permit frequent determination of position and speed will be

10 minutes

15 minutes

5 minutes

3 minutes

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484 3.7.3.2 Area Control Service Typ: MC 275 AviaExam9828 6/18/1997 Pkt.: 1.00

Repetitive flight plans (RPLs) shall not be used for flights operated regularly on the same day(s) of consecutive weeks and:

- On at least ten occasions or every day over a period of at least ten consecutive days
- On at least ten occasions or every day over a period of at least 20 consecutive days
- On at least 20 days consecutively
- On at least 20 occasions

485 3.7.3.5 Flight Information Service and Alerting Service Typ: MC 276 AviaExam9830 6/18/1997 Pkt.: 1.00

What is the minimum wake turbulence separation criteria when a light aircraft is taking off behind a medium aircraft and both are using the same runway?

- 2 minutes
- 3 minutes
- 1 minute
- 5 minutes

486 3.7.3.4 Aerodrome Control Service Typ: MC 277 AviaExam9831 6/19/1997 Pkt.: 1.00

Special VFR flights may be authorised to operate locally within a control zone when the ground visibility is not less than 1 500 metres, even when the aircraft is not equipped with a functioning radio receiver within class:

- E airspace
- D and E airspace
- D airspace
- C, D and E airspace

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487 3.7.3.4 Aerodrome Control Service Typ: MC 278 AviaExam9832 6/19/1997 Pkt.: 1.00

In order to meet wake turbulence criteria, for arriving aircraft and using timed approaches, what minima shall be applied to aircraft landing behind a heavy or a medium aircraft?

- medium aircraft behind heavy aircraft - 2 minutes
- medium aircraft other medium aircraft - 2 minutes
- light aircraft behind medium aircraft -4 minutes
- medium aircraft behind heavy aircraft - 3 minutes

488 3.5.1 Annex 2: Typ: MC 188 AviaExam6014 5/15/1996 Pkt.: 1.00

During an IFR flight in VMC in controlled airspace you experience a two-way radio communication failure. You will:

- Land at the nearest suitable aerodrome maintaining VMC and inform ATC ;
- Select A7600 and continue according current flight plan to destination ;
- Descend to the flight level submitted for that portion of flight ;
- Land at the nearest suitable aerodrome and inform ATC

489 3.7.3.4 Aerodrome Control Service Typ: MC 280 AviaExam9834 6/19/1997 Pkt.: 1.00

A separation minimum shall be applied between a light or MEDIUM aircraft and a HEAVY aircraft and between a LIGHT aircraft and a MEDIUM aircraft when the heavier aircraft is making a low or missed approach and the lighter aircraft is landing on the same runway in the opposite direction or on a parallel opposite direction runway separated by:

- Less than 760 m
- 760 m
- Less than 730 m
- 730 m

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490 3.7.3.4 Aerodrome Control Service Typ: MC 281 AviaExam9835 6/19/1997 Pkt.: 1.00

A separation minimum shall be applied between a light or MEDIUM aircraft and a HEAVY aircraft and between a LIGHT aircraft and a MEDIUM aircraft when the heavier aircraft is making a low or missed approach and the lighter aircraft is utilizing an opposite direction runway for take off, this minimum is:

2 minutes

5 minutes

3 minutes

1 minute

491 3.7.3.3 Approach Control Service Typ: MC 282 AviaExam9839 6/20/1997 Pkt.: 1.00

A minimum radar separation shall be provided until aircraft are established inbound on the ILS localizer course and/or MLS final approach track. This minimum is, when independent parallel approaches are being conducted:

3.0 NM

5.0 NM

1.0 NM

2.0 NM

492 3.7.3.3 Approach Control Service Typ: MC 283 AviaExam9840 6/20/1997 Pkt.: 1.00

Independent parallel approaches may be conducted to parallel runways provided that:

the missed approach track for one approach diverges by at least 30° (degrees) from the missed approach track of the adjacent approach

the missed approach track for one approach diverges by at least 20° (degrees) from the missed approach track of the adjacent approach

the missed approach track for one approach diverges by at least 25° (degrees) from the missed approach track of the adjacent approach

the missed approach track for one approach diverges by at least 45° (degrees) from the missed approach track of the adjacent approach

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493 3.9.1.2 Visual aids for navigation Typ: MC 191 AviaExam6021 5/20/1996 Pkt.: 1.00

What is the length of an approach lighting system of a precision-approach runway CAT II:

- 900m
- 150m
- 300m
- 600m

494 3.9.1.2 Visual aids for navigation Typ: MC 192 AviaExam6022 5/20/1996 Pkt.: 1.00

What is a "barrette"?

- three or more ground lights closely spaced together to appear as a bar of lights.
- a high obstacle near the runway and/or taxiway.
- a CAT II or III holding position.
- a frangible structure on which approach lights are fixed.

495 3.7.3.3 Approach Control Service Typ: MC 284 AviaExam9841 6/20/1997 Pkt.: 1.00

When independent parallel approaches are being conducted and vectoring to intercept the ILS localizer course or MLS final approach track, the final vector shall be such as to enable the aircraft to intercept the ILS localizer course or MLS final approach track at an angle not greater than:

- 30 degrees
- 25 degrees
- 20 degrees
- 15 degrees

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496 3.7.3.3 Approach Control Service Typ: MC 285 AviaExam9842 6/20/1997 Pkt.: 1.00

Independent parallel approaches may be conducted to parallel runways provided that a no transgression zone (NTZ) of at least:

- 610 m is established between extended runway centre lines and as is depicted on the radar display
- 500 m is established between extended runway centre lines and as is depicted on the radar display
- 710 m is established between extended runway centre lines and as is depicted on the radar display
- 600 m is established between extended runway centre lines and as is depicted on the radar display

497 3.7.3.3 Approach Control Service Typ: MC 286 AviaExam9843 6/20/1997 Pkt.: 1.00

When independent parallel approaches are being conducted to parallel runways and vectoring to intercept the ILS localizer course or MLS final approach track, the vector shall be such as to enable the aircraft to be established on the ILS localizer course or MLS final approach track in level flight for:

- at least 2.0 NM prior to intercepting the ILS glide path or specified MLS elevation angle
- at least 3.0 NM prior to intercepting the ILS glide path or specified MLS elevation angle
- at least 1.5 NM prior to intercepting the ILS glide path or specified MLS elevation angle
- at least 2.5 NM prior to intercepting the ILS glide path or specified MLS elevation angle

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498 3.6.4 Approach procedures Typ: MC 194 AviaExam6029 5/20/1996 Pkt.: 1.00

Approach Procedures - Non-precision - straight-in

A so-called "straight-in-approach" is considered to be acceptable for a non-precision approach, if the angle between the final approach track and the runway centreline is:

30° or less

40° or less

20° or less

10° or less

499 3.7.3.3 Approach Control Service Typ: MC 287 AviaExam9844 6/20/1997 Pkt.: 1.00

Dependent parallel approaches may be conducted to parallel runways provided that: the missed approach track for one approach diverges by:

at least 30° (degrees) from the missed approach track of the adjacent approach

at least 45° (degrees) from the missed approach track of the adjacent approach

at least 25° (degrees) from the missed approach track of the adjacent approach

at least 15° (degrees) from the missed approach track of the adjacent approach

500 3.7.3.4 Aerodrome Control Service Typ: MC 288 AviaExam9845 6/20/1997 Pkt.: 1.00

In order to meet the wake turbulence criteria, what minimum separation should be applied when a medium aircraft is taking off behind a heavy aircraft and both are using the same runway?

2 minutes

3 minutes

4 minutes

1 minute

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501 3.7.1.1 General Typ: MC 290 AviaExam9847 6/20/1997 Pkt.: 1.00

The speed limitation for VFR flights inside ATS airspace classified as C, when flying below 3.050 m (10.000 ft) AMSL, is:

- 250 KT IAS
- 250 KT TAS
- Not applicable
- 240 KT IAS

502 3.7.1.1 General Typ: MC 292 AviaExam9849 6/20/1997 Pkt.: 1.00

The speed limitation for both IFR flights and VFR flights inside ATS airspace classified as B, when flying below 3.050 m (10.000 ft) AMLS, is:

- Not applicable
- 250 KT IAS
- 250 KT TAS
- 260 KT IAS

503 3.7.3 Rules of the air and air traffic service Typ: MC 293 AviaExam9852 6/23/1997 Pkt.: 1.00

A strayed aircraft is:

- An aircraft which has deviated significantly from its intended track or which reports that it is lost
- only that aircraft which has deviated significantly its intended track
- only that aircraft which reports that it is lost
- an aircraft in a given area but whose identity has not been established

504 3.7.1.3 Flight Information Service Typ: MC 294 AviaExam9854 6/23/1997 Pkt.: 1.00

Flight information service provided to flights shall include the provision of information concerning collision hazards to aircraft operating in airspace classes:

- C to G (inclusive)
- A to G (inclusive)
- A to E (inclusive)
- F and G

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505 3.7.1.3 Flight Information Service Typ: MC 295 AviaExam9855 6/23/1997 Pkt.: 1.00

ATIS broadcast messages containing departure and arrival information should include cloud cover, when the clouds are:

- below 1 500 m (5.000 ft) or below the highest minimum sector altitude, whichever is the greater**
- below 900 m (3.000 ft) or below the highest minimum sector altitude, whichever is the greater**
- below 2 000 m (600 ft) or below the highest minimum sector altitude, whichever is the greater**
- cumulonimbus**

506 3.7.1.1 General Typ: MC 296 AviaExam9856 6/23/1997 Pkt.: 1.00

Where an upper flight information region (UIR) is established, the procedures applicable there in:

- need not to be identical with those applicable in the underlying flight information region**
- has to be the same as the underlying flight information region**
- have to be as indicated by ICAO council**
- have to be as agreed at the regional air navigation meetings**

507 3.7.1.1 General Typ: MC 300 AviaExam9860 11/2/2013 Pkt.: 1.00

An ATS airspace where IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights, is classified as:

- Airspace C**
- Airspace D**
- Airspace E**
- Airspace B**

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508 3.7.1.1 General Typ: MC 301 AviaExam9861 6/25/1997 Pkt.: 1.00

An ATS airspace where IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other is classified as

- Airspace B**
- Airspace C**
- Airspace D**
- Airspace E**

509 3.7.1.1 General Typ: MC 302 AviaExam9862 6/25/1997 Pkt.: 1.00

An ATS airspace where IFR and VFR flights are permitted and all flights are subject to air traffic control service. IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights, is classified as:

- Airspace D**
- Airspace B**
- Airspace E**
- Airspace A**

510 3.7.1.1 General Typ: MC 303 AviaExam9863 6/25/1997 Pkt.: 1.00

An ATS airspace where IFR and VFR are permitted IFR flights are subject to Air Traffic Control Service and are separated from other IFR flights. All flights receive traffic information as far as is practical, is classified as

- Airspace E**
- Airspace D**
- Airspace B**
- Airspace A**

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511 3.7.1.1 General Typ: MC 304 AviaExam9864 6/25/1997 Pkt.: 1.00

An ATS airspace where IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested, is classified

- Airspace F
- Airspace G
- Airspace E
- Airspace D

512 3.7.1.1 General Typ: MC 305 AviaExam9865 6/25/1997 Pkt.: 1.00

An ATS airspace where IFR and VFR are permitted and receive flight information service if requested, is classified as

- Airspace G
- Airspace F
- Airspace C
- Airspace E

513 3.8.1 Annex 15 Typ: MC 322 AviaExam11075 11/13/1997 Pkt.: 1.00

An integrated aeronautical information package consists of the following elements

- AIP, including amendment service; supplements to AIP; NOTAM and pre-flight information bulletin (PIB); AIC; checklists and summaries
- AIP, including amendment service; supplements to AIP, NOTAM, AIC and checklist summaries
- AIP, supplements to AIP; NOTAM and PIB; AIC and checklist summaries
- AIP including amendment service; supplements to AIP; NOTAM, AIC; AIRAC

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514 3.8.1 Annex 15 Typ: MC 323 AviaExam11076 11/13/1997 Pkt.: 1.00

The identification of each prohibited, restricted and danger area shall be composed by:

- The nationality letters for location indicators assigned to the state or territory, followed the letters P, R and D and figures
- The letters P (Prohibited), R (Restricted) and D (Dangerous) for the area concerned and figures
- The nationality letters for the location indicators assigned to the state, followed by P, R and D
- The letters P (Prohibited), R (Restricted) and D (Dangerous) followed by figures

515 3.6.4 Approach procedures Typ: MC 211 AviaExam6074 5/23/1996 Pkt.: 1.00

Approach procedures - Instrument Approach Area

The primary area of an instrument approach segment is:

- a defined area symmetrically disposed about the nominal flight track in which the Minimum Obstacle Clearance is provided.
- the most critical part of the segment where the minimum altitude should be kept very carefully.
- the first part of the segment.
- the outside part of the segment where the obstacle clearance increases from zero ft to the appropriate minimum.

516 3.8.1 Annex 15 Typ: MC 324 AviaExam11077 11/13/1997 Pkt.: 1.00

In order to avoid confusion, the identification numbers given to each prohibited area, restricted area and danger area shall not be re-used for a period of

- At least one year after cancellation of the area to which they refer
- At least 6 months after cancellation of the area to which they refer
- At least 3 months after cancellation of the area to which they refer
- At least 2 months after cancellation of the area to which they refer

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517 3.7.3.3 Approach Control Service Typ: MC 212 AviaExam6076 2/9/2009 Pkt.: 1.00

A so called "Visual Approach" can be performed:

- during IFR flights, if there is permanent sight on the movement area and the underlying ground;
- during IFR and VFR flights in VMC;
- during IFR flights, if the cloud base is 1000 ft more than the appropriate DA or MDA for that procedure;
- as in above, but in addition there should be a visibility of 5,5 km or more

518 3.8.1 Annex 15 Typ: MC 325 AviaExam11078 11/13/1997 Pkt.: 1.00

Temporary changes on specifications for AIP supplements of long duration and information of short duration which contains extensive text and/or graphics shall be published as AIP supplements. It is considered a long duration.

- Three months or longer
- Six months or longer
- One year or longer
- Two months or longer

519 3.8.1 Annex 15 Typ: MC 326 AviaExam11079 11/13/1997 Pkt.: 1.00

Operationally significant changes to the AIP shall be published in accordance with:

- AIRAC procedures and identified by the acronym AIRAC
- NOTAM procedures and identified by acronym NOTAM followed by a number
- AIP supplements and shall be clearly identified
- AIC procedures and identified by the acronym AIC followed by a number

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520 3.8.1 Annex 15 Typ: MC 306 AviaExam11080 11/13/1997 Pkt.: 1.00

A checklist of AIP supplements currently in force shall be issued at intervals of:

- Not more than one month**
- Not more than three months**
- Not more than 28 days**
- Not more than 2 months**

521 3.7.3.3 Approach Control Service Typ: MC 215 AviaExam6091 5/28/1996 Pkt.: 1.00

The EAT has to be transmitted to the pilot as soon as possible, in case the expected delay is:

- 5 minutes or more.**
- 15 minutes or more**
- 10 minutes**
- 20 minutes**

522 3.8.1 Annex 15 Typ: MC 307 AviaExam11081 11/13/1997 Pkt.: 1.00

A checklist of NOTAM currently in force shall be issued at the AFTN at intervals of:

- Not more than one month**
- No more than 15 days**
- Not more than 28 days**
- Not more than 10 days**

523 3.8.1 Annex 15 Typ: MC 309 AviaExam11084 11/13/1997 Pkt.: 1.00

AIP

SIGMET information can be found in which part of the AIP?

- GEN**
- ENR**
- AD**
- MET**

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524 3.8.1 Annex 15 Typ: MC 310 AviaExam11085 11/20/2008 Pkt.: 1.00

Which part of the AIP contains a brief description of the service(s) responsible for search and rescue?

- GEN
- ENR
- AD
- SAR

525 3.8.1 Annex 15 Typ: MC 311 AviaExam11086 11/20/2008 Pkt.: 1.00

Which part of the AIP contains information about holding, approach and departure procedures?

- ENR
- GEN
- AD
- MAP

526 3.10.2 Entry and departure of persons Typ: MC 312 AviaExam11096 7/22/2009 Pkt.: 1.00

Unaccompanied baggage carried by air shall be cleared under the procedure applicable to:

- accompanied baggage or under another simplified customs procedure distinct from that normally applicable to other cargo
- cargo and is covered by a traffic document
- cargo but is free from any kind of declaration forms
- cargo but clearance documents provided by airlines shall be completed by the passenger prior to shipment

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527 3.10.2 Entry and departure of persons Typ: MC 313 AviaExam11100 11/13/1997 Pkt.: 1.00

The documents for entry and departure of aircraft:

- are accepted in hand-written block lettering in ink
- has to be typewritten
- has to be typewritten or produced by electronic data processing techniques
- are accepted at the contracting state discretion

528 3.10.2 Entry and departure of persons Typ: MC 314 AviaExam11101 11/13/1997 Pkt.: 1.00

When a person is found inadmissible and is returned to the operator for transport away from the territory of the state, the operator:

- shall not be preclude from recovering from such person any transportation costs arising from his (her) inadmissibility
- shall not recover from such person any transportation costs arising from his (her) inadmissibility
- is not responsible for the person inadmissible for entry in the receiving state
- and the state of the operator are both responsible for the person inadmissible

529 3.10.1 entry and departure of aircraft Typ: MC 315 AviaExam11103 11/13/1997 Pkt.: 1.00

The ICAO annex which deals with entry and departure of persons and their baggage in international flights is:

- annex 9
- annex 8
- annex 6
- annex 15

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530 3.10.1 entry and departure of aircraft Typ: MC 316 AviaExam11104 11/13/1997 Pkt.: 1.00

The ICAO annex which deals with entry and departure of cargo and other articles on international flights is:

- annex 9**
- annex 8**
- annex 15**
- annex 16**

531 3.1.2 Other International agreements Typ: MC 317 AviaExam11106 11/14/1997 Pkt.: 1.00

The aircraft commander, when he has reasonable grounds to believe that a person has committed or is about to commit, on board the aircraft, an offence against penal law

- may deliver such person to the competent authorities**
- may request such person to disembark**
- may require the assistance of passengers to restrain such person**
- may not require or authorise the assistance of other crew members**

532 3.1.4 Operators and pilots liabilities Typ: MC 318 AviaExam11108 11/14/1997 Pkt.: 1.00

The Rome Convention and later amendments deals with:

- Damage caused by foreign aircraft to third parties on the surface**
- Regulation of transportation of dangerous goods**
- Damage caused by any aircraft to third parties on the surface**
- offences and certain other acts committed on board aircraft**

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533 3.1.4 Operators and pilots liabilities Typ: MC 319 AviaExam11109 11/14/1997 Pkt.: 1.00

The convention signed by the states and moved by a desire to ensure adequate compensation for persons who suffer damage caused on the surface by foreign aircraft is:

- the Rome Convention
- the Warsaw Convention
- the Paris Convention
- the Tokyo Convention

534 3.1.2.2 The Convention of Tokyo, La Haye Typ: MC 327 AviaExam11115 11/14/1997 Pkt.: 1.00

The convention which deals with offences against penal law, is

- the convention of Tokyo
- the convention of Warsaw
- the convention of Rome
- the convention of Madrid

535 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 328 AviaExam11118 11/14/1997 Pkt.: 1.00

The holder of a pilot licence, when acting as co-pilot of an aircraft required to be operated with a co-pilot, shall be entitled to be credit with not more than:

- 50 % of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence
- 40 % of the co-pilot flight time towards, the total flight time required for a higher grade of a pilot licence
- 100 hours of flying time required for a higher grade of a pilot licence
- 60 % of the co-pilot flight time towards, the total flight time required for a higher grade of a pilot licence

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536 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 330 AviaExam11120 11/14/1997 Pkt.: 1.00

An applicant for a commercial pilot licence shall hold

- a current class I medical assessment
- a current class II medical assessment
- a current class III medical assessment
- a current class medical assessment as prescribed by the state issuing the licence

537 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 232 AviaExam9311 1/21/1997 Pkt.: 1.00

The air traffic control unit has reported 'radar contact', what does that mean to the pilot?

- The radar identity of the aircraft has been established
- The pilot does not have to follow up the position of the aircraft
- The aircraft is subject to positive control
- Position reports may be omitted

538 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 331 AviaExam11121 2/9/2009 Pkt.: 1.00

The privileges of the holder of a commercial pilot licence-aeroplane shall be:

- to act as pilot-in command in any aeroplane engaged in operations other than commercial air transportation
- to act as pilot in command in any aeroplane engaged in commercial air transportation
- to act as pilot in command in any aeroplane certificate for single pilot operation other than in commercial air transportation
- none of the answers are correct

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539 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 332 AviaExam11122 11/14/1997 Pkt.: 1.00

An applicant for a commercial pilot licence-aeroplane shall have completed not less than hours of cross country flight time as pilot in command including a cross country flight totalling not less than km (-NM), in the course of which full stop landings at two different aerodromes shall be made. The hours and distance referred are:

- 20 hours and 540 km (300NM)**
- 10 hours and 270 km (150 NM)**
- 15 hours and 540 km (300NM)**
- 20 hours and 270 km (150NM)**

540 3.7.3.2 Area Control Service Typ: MC 233 AviaExam9312 1/21/1997 Pkt.: 1.00

What is the minimum vertical separation between aircraft flying IFR below flight level 290?

- 1000 feet**
- 500 feet**
- 1500 feet**
- 2000 feet**

541 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 333 AviaExam11123 11/14/1997 Pkt.: 1.00

An applicant for a commercial pilot licence aeroplane shall have completed in aeroplanes not less than:

- 20 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM)**
- 10 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM)**
- 25 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM)**
- 15 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM)**

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542 3.7.3.1 General provisions Typ: MC 234 AviaExam9313 1/21/1997 Pkt.: 1.00

Change from IFR to VFR will always take place:

- on the initiative of the aircraft commander
- at the clearance limit, irrespective of the weather conditions
- as instructed by an air traffic control unit
- when the aircraft is leaving controlled airspace during VMC

543 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 335 AviaExam11125 11/17/1997 Pkt.: 1.00

The applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than hours of cross-country flight time, of which not less than hours shall be as pilot-in command or co-pilot performing, under the supervision of the pilot in command, the duties and functions of a pilot in command, provided that the method of supervision employed is acceptable to the licensing authority. The state above hours are respectively:

- 200 hours and 100 hours
- 250 hours and 10 hours
- 150 hours and 75 hours
- 200 hours and 75 hours

544 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 339 AviaExam11129 11/17/1997 Pkt.: 1.00

An applicant holding a private or commercial pilot licence aeroplane for the issue of an instrument rating, shall have completed hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the licensing Authority, of which not less than hours shall be in aeroplanes. The said hours, are respectively

- 50 hours and 10 hours
- 40 hours and 10 hours
- 40 hours and 15 hours
- 50 hours and 15 hours

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545 3.7.1.2 Air Traffic Control Typ: MC 241 AviaExam9470 2/20/1997 Pkt.: 1.00

An aircraft is maintaining FL 150 within airspace class C. Another aircraft below at FL 140 is receiving a clearance to descend to FL 70. It is severe turbulence in the area. When is the earliest that a clearance to descend to FL 140 or below can be expected?

- When the other aircraft has reported that it has descended through FL 130
- When the other aircraft has reported that it has left FL 140
- When the other aircraft has reported that it has reached FL 70
- When the other aircraft has reported that it has left FL 120

546 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 340 AviaExam11130 11/17/1997 Pkt.: 1.00

In certain circumstances a medical examination may be deferred at the discretion of the licensing authority, provided that such deferment shall only be made as an exception and shall not exceed:

- A single period of six months in the case of a flight crew member of an aircraft engaged in non commercial operations.
- Two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in non commercial operations
- A single period of six months in the case of a flight crew member of an aircraft engaged in commercial operations.
- in the case of a private pilot, a single period of 12 months

547 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 341 AviaExam11131 11/17/1997 Pkt.: 1.00

The duration of the period of currency of a medical assessment shall begin on the date:

- the medical assessment is issued
- the licence is issued or validated
- the licence is issued or renewed
- the licence is delivered to the pilot

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548 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 342 AviaExam11132 11/17/1997 Pkt.: 1.00

When a contracting state renders valid a licence issued by another contracting state the validity of the authorisation

- shall not extend beyond the period of validity of the licence
- shall not extend more than 15 days from the date of the licence
- the Contracting state rendering a licence valid may extend the date of the validity at its own discretion
- shall not extend beyond the period of validity of the licence other than for use in private flights

549 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 344 AviaExam11134 2/9/2009 Pkt.: 1.00

Type ratings shall be established

- for any type of aircraft whenever considered necessary by the authority
- only aircraft certificated for operation with a minimum crew of at least two pilots
- only for aircraft certificated for operation with a minimum crew of at least two pilots and each type of helicopter
- all the answers are correct

550 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 345 AviaExam11135 11/18/1997 Pkt.: 1.00

The holder of a pilot licence when acting as co-pilot performing under the supervision of the pilot in command the functions and duties of a pilot in command shall be entitled to be credit:

- in full with his flight time towards the total time required for higher grade of pilot licence
- in full with his flight but not more than 300 hours towards the total time required for a higher grade of pilot licence
- the flight time towards the total time required for higher grade of pilot licence in accordance with the requirements of the licensing authority
- 50% of his flight time towards the total time required for higher grade of pilot licence

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551 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 347 AviaExam11137 11/18/1997 Pkt.: 1.00

An applicant for a commercial pilot licence aeroplane shall have completed in aeroplanes not less than:

- 200 hours of flight time or 150 hours if completed during a course of approved training as a pilot of aeroplanes**
- 200 hours of flight time and 80 hours as pilot in command**
- 200 hours of flight time and 70 hours as pilot in command**
- 150 hours of flight time and 100 hours as pilot in command**

552 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 348 AviaExam11138 11/18/1997 Pkt.: 1.00

An applicant for a commercial pilot licence shall have completed in aeroplanes not less than:

- 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time**
- 20 hours of instrument instruction time of which not more than 5 hours may be instrument ground time.**
- 20 hours of instrument instruction time of which not more than 10 hours may be instrument ground time**
- 15 hours of instrument time of which not more than 5 hours as pilot in command**

553 3.7.3.2 Area Control Service Typ: MC 248 AviaExam9494 2/20/1997 Pkt.: 1.00

Cruising level IFR during cruise within controlled airspace shall be given as flight level (FL)

- Above the transition altitude when applicable**
- When QNH is higher than the standard pressure 1013 hPa**
- only in airspace class A**
- if the obstacle clearance is more than 2000 feet**

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554 3.12.1.1 General: Typ: MC 349 AviaExam11139 11/18/1997 Pkt.: 1.00

The national civil aviation security programme shall be established by:

- Each contracting state**
- ICAO**
- ECAC**
- ICAO and other organisations including the contracting state concerned**

555 3.7.3.2 Area Control Service Typ: MC 249 AviaExam9495 2/20/1997 Pkt.: 1.00

Changing of flight rules from IFR to VFR is possible

- If the commander so requests**
- If instructed by ATC so long as VMC is forecasted during the next 30 minutes**
- If instructed by ATC so long as VMC is forecasted during the next 60 minutes**
- Only when leaving controlled airspace**

556 3.12.1.2 Organisation Typ: MC 350 AviaExam11142 11/18/1997 Pkt.: 1.00

When mixing or contact does take place between passengers subjected to security control and other persons not subjected to such control after the security screening points at airports serving international civil aviation have been passed

- the passengers concerned and their cabin baggage shall be re screened before boarding an aircraft**
- only the passengers are to be re screened**
- only the passengers cabin baggage are to be re screened**
- the persons not subjected to security control shall be identified**

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557 3.12.1.2 Organisation Typ: MC 351 AviaExam11143 11/18/1997 Pkt.: 1.00

Each member state should designate an appropriate authority with its administration to be responsible for the development implementation and maintenance of a national aviation security programme. This programme should apply:

- to all international civil air transport including aircraft engaged solely in the carriage of cargo and yet to domestic flights at the discretion of each member state
- only to all international civil transport including aircraft engaged solely in the carriage of cargo
- only to passengers and aircrew in international civil transport flights
- only to passengers and aircrew in international civil transport flights and domestic flights

558 3.12.1.2 Organisation Typ: MC 352 AviaExam11144 11/18/1997 Pkt.: 1.00

When a member state allows police officers, security staff, bodyguards or other agents of foreign states to carry weapons in their territory for the protection of aircraft in flight, permission for the carriage of weapons should be conditional upon:

- Prior notification by the state of embarkation to the foreign state in which the weapons will be carried on the airport of arrival and notification of the pilot in command of a decision to permit a weapon to be carried on board his aircraft
- Notification of the pilot in command of a decision to permit a weapon to be carried on board his aircraft only
- Agreement between the state of embarkation and the state of destination
- Agreement between the state of embarkation and the airport of arrival

559 3.12.1.2 Organisation Typ: MC 353 AviaExam11145 2/9/2009 Pkt.: 1.00

Member states should introduce specific security measures for the air transport of the following groups of potentially disruptive passengers defined below:

- Deportees, inadmissible persons and persons in lawful custody
- Deportees and persons in lawful custody only
- Deportees and inadmissible persons only
- None of the answers is correct

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560 3.12.1 Annex 17 Typ: MC 354 AviaExam11146 11/18/1997 Pkt.: 1.00

For the transport of potentially disruptive passengers some supplementary safeguards are to be observed such as:

- boarding prior to all passengers**
- boarding after to all other passengers**
- the boarding will be at the pilot in command discretion**
- the boarding has to be done at the state discretion**

561 3.7.1.3 Flight Information Service Typ: MC 359 AviaExam11151 11/18/1997 Pkt.: 1.00

Whenever ATIS is provided, the broadcast information shall be updated

- immediately a significant change occurs**
- at least every half an hour independently of any significant change**
- as prescribed by the meteorological office**
- as prescribed by the state**

562 3.7.1.3 Flight Information Service Typ: MC 360 AviaExam11152 11/18/1997 Pkt.: 1.00

Whenever ATIS is provided, the preparation and dissemination of the ATIS message shall be the responsibility of

- the air traffic services**
- the meteorological office serving the aerodrome (s)**
- both air traffic services and the meteorological office**
- the unit as prescribed the states**

563 3.7.1.3 Flight Information Service Typ: MC 361 AviaExam11153 11/18/1997 Pkt.: 1.00

ATIS broadcast

- shall not be transmitted on the voice channel of an ILS**
- Shall be transmitted on the voice channel of an ILS, on a discrete VHF frequency or on the voice channel of a VOR**
- Shall not be transmitted on the voice of a VOR**
- Shall only be transmitted on a discrete VHF frequency**

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564 3.7.1.1 General Typ: MC 362 AviaExam11154 11/18/1997 Pkt.: 1.00

Air traffic services unit clocks and other time recording devices shall be checked as necessary to ensure correct time to within plus or minus

- 30 seconds of UTC at all times**
- 15 seconds of UTC at all times**
- 10 seconds of UTC at all times**
- 1 minute of UTC at all times**

565 3.7.1 Air Traffic Services - Annex 11 Typ: MC 363 AviaExam11155 11/19/1997 Pkt.: 1.00

An information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low level flights in the flight information region concerned or sub-area thereof is

- An AIRMET information**
- A SIGMET information**
- A NOTAM**
- An En-Route Meteo Report**

566 3.7.1.3 Flight Information Service Typ: MC 366 AviaExam11158 11/19/1997 Pkt.: 1.00

Flight Information Service shall be provided to aircraft in order to avoid collision hazards when operating in airspace classes:

- C, D, E, F, and G**
- F and G only**
- A, B, C, D, E, F and G**
- F only**

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567 3.3 ANNEX 7 - A/C NATIONALITY AND REGIST. Typ: MC 367 AviaExam11162 11/19/1997 Pkt.: 1.00

According to Annex 7, the registration mark shall be letters, numbers or a combination of letters and numbers and shall be that assigned by:

- the state of registry or common mark registering authority**
- the state of registry only**
- the International Civil Aviation Organisation**
- the International Telecommunication Union**

568 3.2 ANNEX 8 - AIR WORTHINESS OF AIRCRAFT Typ: MC 368 AviaExam11163 11/19/1997 Pkt.: 1.00

When letters are used for the registration mark combinations shall not be used which might be confused with the

- five letter combinations used in the international code of signals**
- four letter combinations beginning with Q**
- three letters combinations used in the international code of signals**
- letters used for ICAO identification documents**

569 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 262 AviaExam9815 6/17/1997 Pkt.: 1.00

An aircraft making a radar approach should be directed to execute a missed approach if no clearance to land has been received from the non-radar controller by the time the aircraft reaches a distance of:

- 2 NM from the touchdown**
- 4 NM from the touchdown**
- 5 NM from the touchdown**
- 1.5 NM from the touchdown**

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570 3.3 ANNEX 7 - A/C NATIONALITY AND REGIST. Typ: MC 369 AviaExam11164 11/19/1997 Pkt.: 1.00

When letters are used for registration mark combinations shall not be used which might be confused with urgent signals for example

TTT

FFF

RCC

LLL

571 3.3 ANNEX 7 - A/C NATIONALITY AND REGIST. Typ: MC 370 AviaExam11165 11/19/1997 Pkt.: 1.00

When letters are used for registration mark combinations shall not be used which might be confused with urgent signals for example

PAN

RCC

LLL

DDD

572 3.9.1.2 Visual aids for navigation Typ: MC 231 AviaExam9310 1/21/1997 Pkt.: 1.00

Which of the following alternatives describes the complete CAT 1 ('Calvert') type of approach light system?

5 crossbars, centre line with 3, 2 and 1 lamp per light unit

4 crossbars, centre line with 3 or 2 lamps per light unit

3 crossbars, centre line with 3, 2 or 1 lamp per light unit

3 crossbars, centre line with 3 or 2 lamps per light unit

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573 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 263 AviaExam9816 6/18/1997 Pkt.: 1.00

An aircraft making a radar approach should be directed to consider executing a missed approach if the aircraft is not visible on the radar display for any significant interval during the:

- Last 2 NM of the approach**
- Last 4 NM of the approach**
- Last 3 NM of the approach**
- Last 5 NM of the approach**

574 3.3 ANNEX 7 - A/C NATIONALITY AND REGIST. Typ: MC 371 AviaExam11166 11/19/1997 Pkt.: 1.00

When letters are used for the registration mark combinations shall not be used which might be confused with urgent or distress signals for example

- XXX**
- DDD**
- RCC**
- LLL**

575 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 264 AviaExam9817 6/18/1997 Pkt.: 1.00

What is the maximum speed adjustment that a pilot should be requested to make when under radar control and established on intermediate and final approach?

- ± 20KT**
- ± 15 KT**
- ± 10KT**
- ± 25 KT**

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576 3.2 ANNEX 8 - AIR WORTHINESS OF AIRCRAFT Typ: MC 374 AviaExam11171 11/18/1997 Pkt.: 1.00

The state of design shall ensure that, there exists a continuing structural integrity program to ensure the airworthiness of the aeroplane, which includes specific information concerning corrosion prevention and control, in respect of aeroplanes:

- over 5.700 kg maximum certificate take-off mass
- over 5.700 kg maximum certificate take-off and landing mass
- up to 5.700 kg maximum certificate take-off mass
- up to 5.700 kg maximum certificate take-off and landing mass

577 3.7 AIR TRAFFIC SERVICES Typ: MC 375 AviaExam11172 11/18/1997 Pkt.: 1.00

When an aircraft has sustained damage, the aircraft shall be allowed to resume its flight, if

- the state of registry considers that the damage sustained is of a nature such that the aircraft is still airworthy
- the state of registry, the state of design and the state of manufacture consider that the aircraft is still airworthy
- the state of manufacture informs the state of registry that the damage sustained is of a nature such that the aircraft is still airworthy
- the state of design and the state of manufacture inform the state of registry that the aircraft is still airworthy

578 3.2 ANNEX 8 - AIR WORTHINESS OF AIRCRAFT Typ: MC 376 AviaExam11173 11/18/1997 Pkt.: 1.00

The loading limitations shall include:

- all limiting mass, centres of gravity position, mass distributions and floor loading
- all limiting mass and centres of gravity
- all limiting mass, mass distributions and centres of gravity
- all limiting mass, centres of gravity position and floor loading

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579 3.5.1 Annex 2: Typ: MC 377 AviaExam11310 4/28/1998 Pkt.: 1.00

An aircraft manoeuvring in an airport's circuit receives a series of red flashes from the control tower. This signifies that the aircraft must:

- not land because the airport is not available for landing.**
- give way to another aircraft.**
- return to land and that clearance to land will be communicated in due course.**
- not land for the moment regardless of previous instructions.**

580 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 334 AviaExam11124 11/17/1997 Pkt.: 1.00

An applicant for an Airline Transport Pilot Licence aeroplane shall have completed in aeroplanes not less than hours, either as pilot in command or made up by not less than hours as pilot-in-command and the additional flight time as co-pilot performing, under the supervision of the pilot-in-command the duties and functions of a pilot in command provided that the method of supervision employed is acceptable to the licensing authority. The stated above hours are respectively:

- 250 hours and 100 hours**
- 200 hours and 75 hours**
- 200 hours and 100 hours**
- 150 hours and 75 hours**

581 3.1.1.2 Part II The International Civil Aviation Typ: MC 378 AviaExam11314 4/28/1998 Pkt.: 1.00

The International Civil Aviation Organisation (I.C.A.O.) was established by the international convention of:

- Chicago**
- The Hague**
- Warsaw**
- Montreal**

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582 3.1.2.1 The intern. Air Transp. Agreement Typ: MC 379 AviaExam11315 4/28/1998 Pkt.: 1.00

The second freedom of the air is the:

- right to land for a technical stop
- right to overfly without landing
- right to "cabotage" traffic, (trans-border traffic).
- right to operate a commercial passenger flight with passengers on board between two states.

583 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 380 AviaExam11316 4/28/1998 Pkt.: 1.00

The International Civil Aviation Convention Annex containing standards and recommended practices for Personnel Licensing is:

- Annex 1
- Annex 2
- Annex 11
- Annex 12

584 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 336 AviaExam11126 11/17/1997 Pkt.: 1.00

An applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than:

- 75 hours of instrument time, of which not more than 30 hours may be instrument ground time.
- 100 hours of instrument time, of which not more than 30 hours of instrument ground time
- 150 hours of instrument time, of which not more than 75 hours of instrument ground time.
- 75 hours of instrument time, of which not more than 20 hours of instrument ground time.

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585 3.1.2.1 The intern. Air Transp. Agreement Typ: MC 381 AviaExam11317 4/28/1998 Pkt.: 1.00

The first freedom of the air is:

- The right to overfly without landing.**
- The right to land for a technical stop.**
- The opportunity to operate a commercial flight with passengers on board between two states.**
- The right to board passengers from the state where the aircraft is registered and to fly to an other state.**

586 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 337 AviaExam11127 11/17/1997 Pkt.: 1.00

An applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than:

- 100 hours of night flight as pilot in command or as co-pilot**
- 100 hours of night flight only as pilot in command**
- 75 hours of night flight as pilot in command or as co-pilot**
- 75 hours of night time only as pilot in command**

587 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 338 AviaExam11128 11/17/1997 Pkt.: 1.00

The licensing authority shall determine whether experience as pilot under instruction in a synthetic flight trainer which it has approved, is acceptable as part of the total flight time of 1 500 hours. Credit for such experience shall be limited to a maximum of:

- 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer**
- 100 hours of which not more than 20 hours shall have been acquired in a basic instrument flight trainer**
- 100 hours of which not more than 15 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer**
- 75 hours of which not more than 20 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer**

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588 3.8.1 Annex 15 Typ: MC 382 AviaExam11319 4/28/1998 Pkt.: 1.00

An AIRAC is:

- An Acronym for a system aimed at advance notification based on common effective dates, of circumstances necessitating significant changes in operating procedures.
- A publication issued by or with the authority of a state containing aeronautical information of a lasting character essential to air navigation.
- A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
- A package which consists of the following elements: AIP, supplements to the AIP, NOTAM, AIC, checklists and summaries.

589 3.1.1.1 Part 1 Air Navigation Typ: MC 383 AviaExam11320 4/28/1998 Pkt.: 1.00

The International Civil Aviation Organisation (ICAO) establishes:

- standards and recommended international practices for contracting member states.
- aeronautical standards adopted by all states.
- proposals for aeronautical regulations in the form of 18 annexes.
- standards and recommended practices applied without exception by all states, signatory to the Chicago convention.

590 3.1.2.4 Warsaw Convention Typ: MC 384 AviaExam11321 4/28/1998 Pkt.: 1.00

The international convention defining rules relative to the responsibilities of international air carriers for the carriage of passengers, baggage and freight is the:

- Warsaw Convention.
- Tokyo Convention.
- Hague Convention.
- Montreal Convention.

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591 3.11.1.4 Search and rescue signals: Typ: MC 385 AviaExam11322 4/28/1998 Pkt.: 1.00

At night an aircraft observes a luminous signal requesting help. To indicate that he has received these ground signals, the pilot must:

- switch his landing lights on and off twice or, if he is not so equipped, his navigation lights twice.**
- make at least one complete turn over the group of people in difficulty.**
- transmit, by luminous Morse signal, a series of the letter "R" using his navigational lights.**
- fly over the group of people in difficulty as low as possible.**

592 3.7.3.1 General provisions Typ: MC 386 AviaExam11332 4/28/1998 Pkt.: 1.00

The planned cruising speed for the first leg or all of the cruising portion of the flight must be entered in the speed box of a flight plan form. This speed is the:

- true air speed (TAS).**
- estimated ground speed (G/S).**
- indicated air speed (IAS).**
- true air speed at 65% power.**

593 3.7.3.4 Aerodrome Control Service Typ: MC 242 AviaExam9471 3/12/2010 Pkt.: 1.00

A braking action given by ATS of 0.25 and below is:

- Poor**
- Good**
- Medium/poor**
- Medium**

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594 3.7.3.1 General provisions Typ: MC 387 AviaExam11333 4/28/1998 Pkt.: 1.00

The "estimated total time" in block 16 of a VFR flight plan is the estimated time:

- required by the aircraft from take-off to arrive overhead the destination airport.
- required by the aircraft from the moment it moves by its own power until it stops at the end of the flight (block time).
- required by the aircraft from brake release at take-off until landing.
- of endurance at cruising power taking into account pressure and temperature on that day.

595 3.7.1.1 General Typ: MC 388 AviaExam11336 4/28/1998 Pkt.: 1.00

An air traffic control unit:

- may ask an aircraft to temporarily change its call sign for safety reasons when there is a risk of confusion between two or more similar call signs.
- may require to change the call sign for safety reasons when there is a risk of confusion between two or more similar call signs providing the aircraft is on a repetitive flight plan.
- must not ask an aircraft to change its call sign.
- may not ask an aircraft to change its call sign after accepting the flight plan.

596 3.7.3.3 Approach Control Service Typ: MC 279 AviaExam9833 6/19/1997 Pkt.: 1.00

A minimum vertical separation shall be provided until aircraft are established inbound on the ILS localizer course and/or MLS final approach track. This minimum is, when independent parallel approaches are being conducted:

- 300 m (1000 ft)
- 200 m (660 ft)
- 150 m (500 ft)
- 100 m (330 ft)

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597 3.7.3 Rules of the air and air traffic service Typ: MC 389 AviaExam11338 4/28/1998 Pkt.: 1.00

The pilot in command of an aircraft:

- 1 - must comply immediately to all instructions received from ATC.
- 2 - is responsible only if he is the "pilot flying".
- 3 - may deviate from air regulations for safety reasons.
- 4 - may be exempt from air regulations in order to comply to an ATC instruction.
- 5 - may ask for the modification of an unsatisfactory clearance.

Which of the following combinations contains all of the correct statements?

3 - 5

3 - 4 - 5

1 - 4

2 - 3 - 5

598 3.5.1 Annex 2: Typ: MC 390 AviaExam11339 4/28/1998 Pkt.: 1.00

Whilst flying in an aerodrome's traffic circuit, an aircraft receives a series of green flashes from the tower. The aircraft:

- must come back to land and the landing clearance will be sent in due time.
- is cleared to land.
- must land immediately and clear the landing area.
- must give way to another aircraft.

599 3.8.1 Annex 15 Typ: MC 245 AviaExam9479 2/20/1997 Pkt.: 1.00

Which information is not included in Instrument Approach Charts (IAC) in the AIP

- Any addition to minima when the aerodrome is used as alternate
- Obstacles penetrating the obstacle free area in the final approach sector
- OCA or OCH
- DME-frequencies

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600 3.7.1.1 General Typ: MC 391 AviaExam11340 4/28/1998 Pkt.: 1.00

The transfer of an aircraft from one ATC unit to another is done:

- by agreement with the receiving unit.
- automatically at the control zone boundary.
- with the pilot's consent.
- through a central control unit.

601 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 346 AviaExam11136 11/18/1997 Pkt.: 1.00

For commercial pilot licence aeroplane the applicant shall have completed in aeroplanes not less than if the privileges of the licence are to be exercised at night

- 5 hours of night flight time including 5 take-offs and 5 landings as pilot in command
- 5 hours of night flight time including 5 take-offs and 5 landings either as pilot in command or as co-pilot
- 5 hours of night flight time including 3 take-offs and 3 landings as pilot in command
- 5 hours of night flight time including 3 take-offs and 5 landings as pilot in command

602 3.7.1 Air Traffic Services - Annex 11 Typ: MC 392 AviaExam11343 4/28/1998 Pkt.: 1.00

Regarding Aerodrome Flight Information Service (AFIS):

- it can only supply limited services to the users and under no circumstances may it supply ATC services.
- its purpose is to supply ATC services but it is not a state organisation.
- it has the same privileges and prerogatives as an ATC organisation but its activity is neither continuous nor regular.
- its only purpose is to relay ATC information to the aircraft in flight or on the ground.

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603 3.6.7 Secondary surveillance radar Typ: MC 393 AviaExam11351 11/20/2008 Pkt.: 1.00

**ATC has assigned you the transponder code (SSR) 5320.
In case of loosing two way radio communication, you have to squawk:**

- Mode A Code 7600**
- Mode A Code 5320**
- Mode A Code 7700**
- Mode A Code 7500**

604 3.7.3.6 Use of radar in Air Traffic Services Typ: MC 394 AviaExam11358 4/28/1998 Pkt.: 1.00

When a RADAR operator says the following to an aircraft: "fly heading 030", the pilot must fly heading:

- 030° magnetic**
- 030° magnetic in still air conditions (thereby flying the magnetic track)**
- 030° true**
- 030° true, in still air conditions (thereby flying the true track)**

605 3.7.3.1 General provisions Typ: MC 395 AviaExam11361 4/28/1998 Pkt.: 1.00

The letter "L" is written in the wake turbulence box of a flight plan form when the maximum certified take-off weight of an aircraft is less than or equal to:

- 7 000 kg.**
- 14 000 kg.**
- 20 000 kg.**
- 5 700 kg for aeroplanes and 2 700 kg for helicopters.**

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606 3.5.1 Annex 2: Typ: MC 397 AviaExam11365 4/28/1998 Pkt.: 1.00

While taxiing an aircraft receives the following light signal from the control tower: series of red flashes. This signal means that the aircraft:

- must vacate the landing area in use.
- must stop.
- must return to its point of departure.
- may continue to taxi to the take-off area.

607 3.5.1 Annex 2: Typ: MC 398 AviaExam11366 4/28/1998 Pkt.: 1.00

While taxiing, an aircraft receives from the airport controller the following light signal: a series of green flashes. This signal means that the aircraft:

- may continue to taxi towards the take-off area.
- must stop.
- must return to its point of departure.
- is cleared for take-off.

608 3.6.4 Approach procedures Typ: MC 399 AviaExam11379 4/28/1998 Pkt.: 1.00

Approach procedures - missed approach climb

Normally the missed approach procedures are based on a nominal missed approach climb gradient of:

- 2.5%
- 2%
- 5%
- 3.3%

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609 3.7.1.1 General Typ: MC 289 AviaExam9846 6/20/1997 Pkt.: 1.00

The speed limitation for IFR flights inside ATS airspace classified as C, when flying below 3.050 m (10.000 ft) AMSL, is:

- Not applicable**
- 250 KT IAS**
- 250 KT TAS**
- 240 KT IAS**

610 3.6.4 Approach procedures Typ: MC 403 AviaExam11393 4/28/1998 Pkt.: 1.00

Approach procedures - MDH / OCH

For a non-precision or circling approach, the Minimum Descent Height (MDH) cannot be lower than:

- the Obstacle Clearance Height (OCH)**
- 200 ft**
- 350 ft**
- 400 ft**

611 3.7.1.4 Alerting Service Typ: MC 404 AviaExam11400 4/28/1998 Pkt.: 1.00

When an aircraft is experiencing difficulties, triggering of the alert phase is the responsibility of:

- air traffic control and flight information centres.**
- search and rescue co-ordination centres.**
- air traffic co-ordination centres.**
- control centres only.**

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612 3.12 SECURITY Typ: MC 428 AviaExam12544 11/30/1998 Pkt.: 1.00

A State shall provide assistance to an aircraft subjected to an act of unlawful seizure. This assistance includes:

- provision of navigation aids, air traffic services and permission to land
- provision of navigation aids, air traffic services, permission to land and refuelling
- provision of navigation aids, air traffic services, permission to land and catering for passengers
- only permission to land

613 3.12 SECURITY Typ: MC 429 AviaExam12545 11/30/1998 Pkt.: 1.00

A State shall take adequate measures for the safety of passengers and crew of an aircraft which is subjected to an act of unlawful interference,

- until their journey can be continued
- during a period of investigation
- and arrange for them to return to their country of origin
- if is requested by an individual passenger

614 3.13 AIRCRAFT ACCIDENT INVESTIGATION Typ: MC 430 AviaExam12546 11/20/2008 Pkt.: 1.00

The sole objective of Accident investigation of an accident or incident shall be the:

- prevention of accidents or incidents.
- prevention of accidents or incidents and establish the liability.
- prevention of accidents or incidents and to provide legal evidence for subsequent court cases.
- prevention of accidents or incidents and provide the manufacturer with investigation data for the improvement of the design.

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615 3.1.4 Operators and pilots liabilities Typ: MC 320 AviaExam11110 11/14/1997 Pkt.: 1.00

Any person who suffers damage on the surface shall, upon proof only that damage was caused by an aircraft in flight or by any person or thing falling therefore will be entitled to compensation as provided by:

- the Rome Convention
- the Chicago Convention
- the Warsaw Convention
- the Montreal Convention

616 3.1.2 Other International agreements Typ: MC 321 AviaExam11114 11/14/1997 Pkt.: 1.00

The convention on offences and certain acts committed on board aircraft, is:

- the convention of Tokyo
- the convention of Paris
- the convention of Rome
- the convention of Chicago

617 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 343 AviaExam11133 2/9/2009 Pkt.: 1.00

When the holders of aircraft transport pilot licences aeroplane and helicopter have passed their 40th birthday the medical examination shall be reduced from:

- 12 months to 6 months
- 12 months to 3 months
- 24 months to 12 months
- none of the answers are correct

618 3.7.1.3 Flight Information Service Typ: MC 358 AviaExam11150 11/18/1997 Pkt.: 1.00

The ATIS broadcast message should, whenever practicable, not exceed

- 30 seconds
- 1 minute
- 2 minutes
- 3 minutes

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619 3.7.1.1 General Typ: MC 364 AviaExam11156 11/19/1997 Pkt.: 1.00

Except in some special cases the establishment of change-over points should be limited to route segments of

- 60 NM or more**
- 75 NM or more**
- 50 NM or more**
- 100 NM or more**

620 3.3 ANNEX 7 - A/C NATIONALITY AND REGIST. Typ: MC 372 AviaExam11168 11/19/1997 Pkt.: 1.00

The height of the marks under the wings of heavier than air aircraft shall be:

- at least 50 centimetres**
- at least between 40 centimetres and 50 centimetres**
- at least 60 centimetres**
- at least 75 centimetres**

621 3.3 ANNEX 7 - A/C NATIONALITY AND REGIST. Typ: MC 373 AviaExam11169 11/19/1997 Pkt.: 1.00

The height of the marks on the fuselage (or equivalent structure) and on the vertical tail surfaces of heavier than air aircraft shall be:

- at least 30 centimetres**
- at least 40 centimetres**
- at least 20 centimetres**
- at least between 20 centimetres and 40 centimetres**

622 3.7.3.3 Approach Control Service Typ: MC 400 AviaExam11385 4/28/1998 Pkt.: 1.00

For an IFR flight to an airport equipped with navaids, the estimated time of arrival is the estimated time at which the aircraft:

- will arrive overhead the initial approach fix.**
- will land.**
- will stop on the parking area.**
- will leave the initial approach fix to start the final approach.**

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623 3.5.1 Annex 2: Typ: MC 401 AviaExam11387 4/28/1998 Pkt.: 1.00

Given:

AGL = above ground level

AMSL = above mean sea level

FL = flight level

within uncontrolled airspace, the first usable level in IFR must provide a 500 ft margin above the following two levels:

- 3 000 ft AMSL or 1 000ft AGL.**
- 3 000 ft AMSL or 1 500 ft AGL.**
- FL 30 or 100 ft AGL.**
- FL 30 or 1 500 ft AGL.**

624 3.6.4 Approach procedures Typ: MC 402 AviaExam11390 4/28/1998 Pkt.: 1.00

Approach procedures - Minimum Sector Altitudes / MSA

Minimum Sector Altitudes are established for each aerodrome. The MSA provides an obstacle clearance of at least 300m (984 ft) within a circle, associated with the homing facility for the approach procedure of that aerodrome.

How many NM is the radius of this circle?

- 25 NM**
- 20 NM**
- 10 NM**
- 5 NM**

625 3.7.3.3 Approach Control Service Typ: MC 405 AviaExam11407 4/28/1998 Pkt.: 1.00

During an arrival procedure under an IFR flight plan in VMC conditions, traffic avoidance is the responsibility of:

- the pilot in command.**
- the approach controller.**
- the radar controller.**
- the airport controller.**

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626 3.12 SECURITY Typ: MC 427 AviaExam12543 11/30/1998 Pkt.: 1.00

When an aircraft subjected to an unlawful interference has landed it shall notify by the most expeditious means of the State of registry of the aircraft and the State of the operator of the landing and shall similarly transmit all other relevant information to the:

- Two aforementioned States, each State whose citizens suffered fatalities or injuries, each State whose citizens were detained as hostages, each State whose citizens are known to be on board the aircraft and the ICAO
- Two aforementioned States, each State whose citizens suffered fatalities or injuries, each State whose citizens are known to be on board the aircraft and the ICAO
- Two aforementioned States and the ICAO
- Two aforementioned States, each State whose citizens suffered fatalities or injuries on board the aircraft and the ICAO

627 3.8.1 Annex 15 Typ: MC 431 AviaExam12677 6/8/1999 Pkt.: 1.00

Select the acronym corresponding to the following definition: an special NOTAM series notifying, by means of a specific format, an important change for the aircraft operations, due to a volcano activity, a volcano eruption or a volcanic ash cloud.

- ASHTAM
- GVATAM
- NAVTAM
- VULTAM

628 3.8.1 Annex 15 Typ: MC 432 AviaExam12678 6/8/1999 Pkt.: 1.00

The system notifying in advance the circumstances requiring important changes in the methods of operation, based on common effective dates, is identified by the acronym:

- AIRAC
- IFPS
- NOTAM
- EATCHIP

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629 3.8.1 Annex 15 Typ: MC 433 AviaExam12680 6/8/1999 Pkt.: 1.00

The temporary, long-term modification (3 months or more) and the short-term extensive or graphical information are published as follows:

- AIP Supplements
- AIP Amendments
- NOTAM
- Trigger NOTAM

630 3.4 ANNEX 1 - PERSONNEL LICENSING Typ: MC 434 AviaExam12681 6/8/1999 Pkt.: 1.00

The applicant to exercise the functions of an Instrumental Flight Rating in _____ aeroplanes shall prove, according to Annex I, PERSONNEL LICENSING, his/her capability to pilot such aircraft only by instrumental rules and an engine _____.

- Multi-engine / inoperative or simulated inoperative.
- Land/inactive.
- Amphibious/inactive or simulated inactive.
- Single-engine/inactive.

631 3.8.1 Annex 15 Typ: MC 308 AviaExam11082 11/13/1997 Pkt.: 1.00

The ASHTAM provides information on the status of activity of a volcano when a change in its activity is, or is expected to be of operational significance. This information is provided using the volcano level of colour code. When volcanic eruption in progress or volcano dangerous, eruption likely, with ash plume/cloud is reported above FL 250 or is expected to rise above FL 250, the level of alert colour code is

- RED
- YELLOW
- GREEN
- ORANGE

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632 3.12.1 Annex 17 Typ: MC 435 AviaExam12685 4/9/2015 Pkt.: 1.00

The movement area of an airfield, the adjacent lands and buildings or the parts of them with controlled access is called:

- Aeronautical part**
- Security program.**
- Manoeuvring area.**
- Terminal.**