

## APPENDIX B-1

## SAMPLE QUESTIONS, LEARNING STATEMENTS AND ANSWERS

**1. An ATC `instruction`**

A—is the same as an ATC `clearance`.

B—must be `read back` in full to the controller and confirmed before becoming effective.

C—is a directive issued by ATC for the purpose of requiring a pilot to take a specific action.

**Answer C—Learning Statement: Recall regulations - Air Traffic Control authorisation / clearances**

**2. When are inboard ailerons normally used?**

A—High-speed flight only.

B—Low-speed flight only.

C—Low-speed and high-speed flight.

**Answer C—Learning Statement: Recall primary flight controls - types / purpose / functionality**

**3. Risk management, as part of the aeronautical decision making (ADM) process, relies on which features to reduce the risks associated with each flight?**

A—The mental process of analyzing all information in a particular situation and making a timely decision on what action to take.

B—Situational awareness, problem recognition, and good judgment.

C—Application of stress management and risk element procedures.

**Answer B—Learning Statement: Define Aeronautical Decision Making (ADM)**

**4. Which of the following will decrease the holding time during anti-icing using a two-step process?**

A—Apply heated Type 2 fluid.

B—Increase the viscosity of Type 1 fluid.

C—Decrease the water content.

**Answer A—Learning Statement: Recall aircraft anti-icing / deicing – methods / fluids**

**5. Within what Mach range do transonic flight regimes usually occur?**

A—1.20 to 2.50 Mach.

B—.50 to .75 Mach.

C—.75 to 1.20 Mach.

**Answer C—Learning Statement: Define MACH speed regimes**

## APPENDIX C-1

**AIRLINE TRANSPORT PILOT – AEROPLANE CONVERSION (ACL)  
AIRLINE TRANSPORT PILOT – AEROPLANE VALIDATION (AVL)****SAMPLE QUESTIONS, LEARNING STATEMENTS AND ANSWERS**

**1. For flights above which cabin altitude is oxygen required for all passengers during the entire flight at those altitudes?**

A—14,000 feet.

B—16,000 feet.

C—15,000 feet.

**Answer C—Learning Statement: Recall regulations - oxygen requirements**

**2. The TWEB Route Forecasts and Synopses are issued by the Weather Forecast Offices (WFOs) four times per day. The TWEB forecast is valid for an**

A—8-hour period.

B—5-hour period.

C—12-hour period.

**Answer C—Learning Statement: Recall weather information - TWEB broadcasts**

**3. A Land and Hold Short Operations (LAHSO) clearance, that the pilot accepts:**

A—does not preclude a rejected landing.

B—precludes a rejected landing.

C—must be adhered to.

**Answer A—Learning Statement: Recall aerodrome operations – LAHSO**

**4. When a distress or urgency condition is encountered, the pilot of an aircraft with a transponder who desires to alert a ground radar facility, should squawk code**

A—7700.

B—7600.

C—7500.

**Answer A—Learning Statement: Recall emergency conditions / procedures**

## APPENDIX D-1

**AIRLINE TRANSPORT PILOT – HELICOPTER (ATH)  
SAMPLE QUESTIONS, LEARNING STATEMENTS AND ANSWERS****1. No person may operate an aircraft carrying passengers under VFR at night unless**

- A—it is equipped with a flashlight.
- B—each flight crewmember has a flashlight.
- C—each crewmember has a flashlight and a spare bulb.

**Answer B—Learning Statement: Recall regulations - equipment / instrument / certificate requirements**

**2. As outside air pressure decreases, thrust output will**

- A—remain the same since compression of inlet air will compensate for any decrease in air pressure.
- B—increase due to greater efficiency of jet aircraft in this air.
- C—decrease due to higher density altitude.

**Answer C—Learning Statement: Recall aircraft performance – density altitude**

**3. What corrective action can a pilot take to prevent a retreating blade stall at its onset?**

- A—Reduce collective pitch and increase rotor RPM.
- B—Reduce collective pitch and decrease rotor RPM.
- C—Increase collective pitch and increase rotor RPM.

**Answer A—Learning Statement: Recall rotor system – types / components / operating principles / characteristics**

**4. Sudden penetration of fog can create the illusion of**

- A—leveling off.
- B—pitching up.
- C—pitching down.

**Answer B—Learning Statement: Recall inflight illusions - causes / sources**

**5. Select the true statement pertaining to the life cycle of a thunderstorm.**

- A—Updrafts continue to develop throughout the dissipating stage of a thunderstorm.
- B—The beginning of rain at the Earth's surface indicates the mature stage of the thunderstorm.
- C—The beginning of rain at the Earth's surface indicates the dissipating stage of the thunderstorm.

**Answer B—Learning Statement: Recall thunderstorms - types / characteristics / formation / hazards**

## APPENDIX E-1

**AIRLINE TRANSPORT PILOT – HELICOPTER CONVERSION (ACH)  
AIRLINE TRANSPORT PILOT – HELICOPTER VALIDATION (AVH)****SAMPLE QUESTIONS, LEARNING STATEMENTS AND ANSWERS**

**1. In addition to a two-way radio capable of communicating with ATC on appropriate frequencies, which equipment is the helicopter required to have to operate within Class B airspace?**

A—DME, a VOR or TACAN receiver, and an appropriate transponder beacon.

B—An appropriate radar beacon transponder.

C—A VOR or TACAN receiver.

**Answer B—Learning Statement: Recall regulations – equipment / instrument / certificate requirements**

**2. The TWEB Route Forecasts and Synopses are issued by the Weather Forecast Offices (WFOs) four times per day. The TWEB forecast is valid for an**

A—8-hour period.

B—5-hour period.

C—12-hour period.

**Answer C—Learning Statement: Recall weather information - TWEB broadcasts**

**3. A Land and Hold Short Operations (LAHSO) clearance, that the pilot accepts:**

A—does not preclude a rejected landing.

B—precludes a rejected landing.

C—must be adhered to.

**Answer A—Learning Statement: Recall aerodrome operations – LAHSO**

**4. What would be the identification when a VORTAC is undergoing routine maintenance and is considered unreliable?**

A—The identifier would be removed.

B—A test signal, 'TESTING', is sent every 30 seconds.

C—Identifier is preceded by 'M' and an intermittent 'OFF' flag would appear.

**Answer A—Learning Statement: Recall instrument/navigation system checks/inspections – limits / tuning / identifying / logging**