

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