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BCAD Document PLAC-059

DESIGNATED FLIGHT TEST EXAMINER KNOWLEDGE TEST GUIDE

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Subject: DESIGNATED FLIGHT TEST EXAMINER KNOWLEDGE TEST GUIDE
BCAD Advisory Circular PLAC-059
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PURPOSE

1. (1) The purpose of this Barbados Civil Aviation Department (BCAD) Advisory Circular (PLAC) is to provide guidance for applicants preparing to take the Designated Flight Test Examiner knowledge tests. Appendices provide subject matter outlines, reference material, and sample questions with learning statements.

(2) Barbados Civil Aviation Regulations (BCAR) can be obtained from the Barbados Government printery, Bay Street, St. Michael Barbados. BCAR General Application & Personnel Licensing Regulations cover the requirements for personnel licensing.

(3) This PLAC can be purchased from the Barbados Civil Aviation Department, Grantley Adams International Airport, Christ Church, Barbados or downloaded from the BCAD website at <http://www.bcad.gov.bb>.

(4) Comments and/or questions regarding this PLAC should be sent to Barbados Civil Aviation Department, Grantley Adams International Airport, Christ Church, Barbados.

INTRODUCTION

2. (1) What is required to become a skilled and effective designated flight examiner? Although some individuals possess more knowledge and skills than others, no one is a natural-born pilot/examiner. Competent pilot/examiners become so through study, training, and experience.

(2) This knowledge test guide will answer most questions about taking the Designated Flight Test Examiner knowledge test by covering the following areas: knowledge test eligibility requirements; knowledge areas on the tests; descriptions of the tests; process for taking a knowledge test; validity of Airman Knowledge Test Reports; use of test aids and materials; cheating or other unauthorized conduct; retesting procedures; and obtaining training and testing publications and general information.

(3) This guide will help applicants in preparing to take one or all of the following tests:

(a) Designated Flight Test Examiner—Aeroplane (PEA);

(b) Designated Flight Test Examiner—Helicopter (PER);

(c) Designated Flight Test Examiner—Airship (PEL);

(d) Designated Flight Test Examiner—Balloon (PEB);

(e) Designated Flight Test Examiner—Glider (PEG).

(4) This guide is not offered as an easy way to obtain the necessary information for passing the knowledge tests. Rather, the intent of this guide is to define and narrow the field of study to the required knowledge areas included in the tests.

(5) The BCAD airman knowledge tests are a very effective instrument for aviation safety and regulatory compliance. However, these tests can only sample the vast amount of knowledge every pilot needs to operate safely in an ever increasingly complex airspace system.

KNOWLEDGE TEST ELIGIBILITY REQUIREMENTS

3. Individuals pursuing a designation as a Flight Test Examiner should review BCAD Regulations 2007: General Application & Personnel Licensing Regulations – Designated examiner Licence General Requirements. The applicant for a designated flight test examiner knowledge test must be at least 19 years old and have a BCAD Class 1 medical certificate.

KNOWLEDGE AREAS ON THE TESTS

4. (1) Flight test examiner tests are comprehensive because they must test the applicant's knowledge in many subject areas.

(2) Applicants pursuing a designation as a flight test examiner should review BCAR General Application & Personnel Licensing Regulation, No.1, Part II for the knowledge areas on the tests.

DESCRIPTIONS OF THE TESTS

5. (1) All test questions are the objective, multiple-choice type. Each question can be correctly answered by the selection of a single response. Each test question is independent of other questions; therefore, a correct response to one does not depend upon, or influence, the correct response to another. **The minimum passing score is 80 percent.**

(2) The following tests each contain **50 questions**, and applicants are allowed a **maximum of 2.0 hours** to complete each test.

(a) Designated Flight test examiner—Aeroplane;

(b) Designated Flight test examiner—Helicopter.

(3) Communication between individuals through the use of words is a complicated process. In addition to being an exercise in the application and use of aeronautical knowledge, a knowledge test is also an exercise in communication since it involves the use of the written language. Since the tests involve written rather than spoken words, communication between the test writer and the person being tested may become a difficult matter if care is not exercised by both parties. Consequently, considerable effort is expended to write each question in a clear, precise manner. Test applicants should be sure to carefully read the instructions given with each test, as well as the statements in each test item.

(4) When taking a test, keep the following points in mind:

(a) Answer each question in accordance with the latest regulations and guidance publications;

(b) Read each question carefully before looking at the possible answers. Test applicants should clearly understand the problem before attempting to solve it;

(c) After formulating an answer, determine which choice corresponds with that answer. The answer chosen should completely resolve the problem;

(d) From the answers given, it may appear that there is more than one possible answer; however, there is only one answer that is correct and complete. The other answers are either incomplete, erroneous, or represent common misconceptions;

(e) If a certain question is difficult, it is best to mark it for review and proceed to the next question. After answering the less difficult questions, return to those marked for review and answer them. The review marking procedure will be explained to test applicants prior to starting the test. Although the computer should alert test applicants to unanswered questions, applicants should make sure every question has an answer recorded. This procedure will enable test applicants to use the available time to maximum advantage.

(f) When solving a calculation problem, the answer closest to the applicant's solution should be selected. The problem has been checked with various types of calculators; therefore, if the problem has been solved correctly, the applicant's answer will be closer to the correct answer than any of the other choices.

PROCESS FOR TAKING A KNOWLEDGE TEST

6. (1) The first step in the process of taking a knowledge test is to contact the BCAD office. They can provide applicants with information relating to knowledge test prerequisites, required authorizations and endorsements, testing locations, and the appropriate fees. In addition applicants might want to visit the BCAD website at <http://www.bcad.gov.bb>.

(2) The second step in the process of taking a knowledge test is for the applicant to complete the required training and receive an endorsement from an authorized instructor or aviation training organization.

(3) Acceptable forms of endorsement are:

(a) A certificate of graduation or a statement of accomplishment certifying the satisfactory completion of the ground school portion of a course for the certificate or rating sought. The certificate or statement may be issued by an approved aviation training organization;

(b) A written statement or logbook endorsement from an authorized ground or flight instructor certifying that the applicant has completed an applicable ground training or home study course and is prepared to take the knowledge test;

(c) A failed, passed, or expired Airman Knowledge Test Report, provided that the airman still has the original Airman Test Report in his/her possession;

(d) An "expired test/credit" letter issued by the BCAD (in lieu of a duplicate Airman Knowledge Test Report).

(4) The third step in the process of taking a knowledge test is for the applicant to receive written authorization from BCAD.

(5) The fourth step in taking a knowledge test is to proceed to the BCAD computer test centre. An applicant for a knowledge test must provide proper identification. Testing centre personnel will not begin the test until the test applicant's identification is verified.

(6) Upon completion of the knowledge test, each applicant will receive the Airman Test Report showing their test score. The Airman Knowledge Test Report is certified with an embossed seal to authenticate the validity of the document.

(7) The Airman Test Report lists the learning statement codes for questions answered incorrectly. The total number of codes shown on the test report is not necessarily an indication of the total number of questions answered incorrectly.

(8) The Appendices of this Knowledge Test Guide contain a list of reference materials for applicants to study during their training for flight test examiner. The questions on the knowledge test will come from these reference materials. BCAD Advisory Circular PLAC-xxx, Learning Statement Reference Guide for Airman Knowledge Testing, contains learning statements and the corresponding codes for airman knowledge testing. Applicants should match the learning statement code on their test report to these codes to review their areas of deficiency.

(9) A list of reference materials has been prepared by BCAD to establish specific references for all knowledge standards and is to be used when preparing for an airman knowledge test. The list of reference materials is contained in the Appendix to this Knowledge Test Guide.

(10) An applicant's instructor is required to provide instruction on each of the knowledge areas listed on the Airman Knowledge Test Report and to complete an endorsement of this instruction. The Airman Knowledge Test Report must be presented to the flight test examiner prior to taking the skill test. During the oral portion of the skill test, the examiner is required to evaluate the noted areas of deficiency.

(11) Applicants requiring a duplicate Airman Knowledge Test Report due to loss or destruction of the original, should send a signed request to Barbados Civil Aviation Department, Grantley Adams International Airport, Christ Church, Barbados.

VALIDITY OF AIRMAN KNOWLEDGE TEST REPORTS

7. Airman Test Reports for the Designated Flight Test Examiner licence are valid for 24 calendar months. The applicant should plan to complete the skill test during the 24 calendar month validity period. If the Airman Test Report expires before completion of the skill test, the applicant must retake the knowledge test.

USE OF TEST AIDS AND MATERIALS

8. Knowledge test applicants may use aids, reference materials, and test materials within the guidelines listed below. All models of aviation-oriented calculators may be used, including small electronic calculators that perform only arithmetic functions (add, subtract, multiply, and divide). Simple programmable memories, which allow addition to, subtraction from, or retrieval of one number from the memory, are permissible. Also, simple functions, such as square root and percent keys are permissible. The following guidelines apply:

(a) Applicants may use any reference materials provided with the test. In addition, applicants may use scales, straightedges, protractors, plotters, navigation computers, log sheets, holding pattern entry aids, and electronic or mechanical calculators that are directly related to the test;

(b) Manufacturers permanently inscribed instructions on the front and back of such aids, e.g., formulas, conversions, regulations, signals, weather data, holding pattern diagrams, frequencies, weight and balance formulas, and air traffic control procedures are permissible;

(c) BCAD personnel may provide a calculator to applicants and/or deny use of their personal calculator based on the following limitations:

(i) Prior to, and upon completion of the test, while in the presence of the proctor, applicants must actuate the ON/OFF switch and perform any other function that ensures erasure of any data stored in memory circuits, including removal of batteries.

(ii) The use of electronic calculators incorporating permanent or continuous type memory circuits without erasure capability is prohibited. The proctor may refuse the use of the applicant's calculator when unable to determine the calculator's erasure capability;

(iii) Printouts of data must be surrendered at the completion of the test if the calculator incorporates this design feature;

(iv) The use of magnetic cards, magnetic tapes, modules, computer chips, or any other device upon which pre-written programs or information related to the test can be stored and retrieved is prohibited;

(v) Applicants are not permitted to use any booklet or manual containing instructions related to use of test aids.

(d) Dictionaries are not permitted in the testing area.

(e) The BCAD test proctor makes the final determination relating to test materials and personal possessions the applicant may take into the testing area.

CHEATING OR OTHER UNAUTHORIZED CONDUCT

9. Computerized knowledge testing must be carried out in accordance with the strictest security procedures to avoid test compromise. The BCAD Test Proctor will terminate a test at any time that he/she suspects that a cheating incident has occurred. A BCAD investigation will then be conducted. If the investigation determines that cheating or unauthorized conduct has occurred, then any airman licence, certificate, or rating that the applicant holds may be revoked, and the applicant will be prohibited for 1 year from applying for or taking any test for a licence, certificate or rating under BCAR General Application & Personnel Licensing Regulations.

RETESTING PROCEDURES

10. (1) Applicants who receive a grade lower than 80 percent and who wish to retest must present the following to BCAD testing centre personnel when appearing for the purpose of retesting:

(a) A failed Airman Knowledge Test Report;

(b) A written endorsement from an authorized instructor certifying that additional instruction has been given, and the instructor finds the applicant competent to pass the test;

(c) A written authorization from BCAD to retake the test.

(2) Applicants possessing an Airman Knowledge Test Report with a score of 80 percent or higher who decide to retake the test in anticipation of a better score, may retake the test after 30 days from the date their last test was taken. The BCAD will not allow applicants to retake a passed test before the 30-day period

has lapsed. Prior to retesting, applicants will be required to surrender their current Airman Test Report to the test proctor. The last test taken will reflect the official final score.

OBTAINING TRAINING AND TESTING PUBLICATIONS AND GENERAL INFORMATION

11. Most of the current BCAD airman training and testing publications can be obtained in electronic format from BCAD at the BCAD website at <http://www.bcad.gov.bb>.

AIRMAN KNOWLEDGE TEST ITEMS

12. Sample questions, and their corresponding learning statements and codes, are contained in the appendix to this test guide. They are representative of questions for airman knowledge tests. These will help airmen become familiar with similar questions found on the airman knowledge tests. The knowledge test is not designed to intimidate any prospective airman; it is designed to measure the level of competency required to receive a BCAD licence, authorisation or rating. The list of reference materials contained in the appendix to this test guide is provided to ensure that instructors and students are able to determine the importance of the subject matter to be taught and learned.

COMPUTER TESTING SUPPLEMENTS

13. The computer testing supplements contain the graphics, legends, and maps that are needed to successfully respond to certain knowledge test items. These supplements will be provided by BCAD test centre personnel during the airman knowledge test.

KNOWLEDGE TEST GUIDES

14. The knowledge test guides describe the knowledge testing policy and procedures for each licence area.

OTHER COMPUTER TESTING INFORMATION

15. Other computer testing information provides specific test information, such as test name, test code (three-digit test identifiers), number of questions, and the time (hours) allotted for each knowledge test. The test identifiers will assist airmen in selecting the proper test for the licence/rating being sought.

SUBJECT MATTER REFERENCE/KNOWLEDGE CODES

16. The appendices of this guide contain the listings of reference materials and sample test questions with related learning statements used for airman knowledge testing. The listings of reference materials and sample questions have been prepared by the BCAD to establish specific references for all knowledge standards. The listings contain reference materials to be used when preparing for all airman knowledge tests. The learning statements contained in BCAD Advisory Circular PLAC-052, should be referred to when reviewing areas of deficiency on airman knowledge test reports.

E. A. Archer
Director of Civil Aviation .....

APPENDIX A

LIST OF FLIGHT TEST EXAMINER REFERENCE MATERIALS FOR ALL CERTIFICATIONS

The publications listed below contain study material applicants need to be familiar with when preparing for flight test examiner knowledge tests. Most of these publications can be purchased from Barbados Civil Aviation Department or be downloaded from the BCAD web site at <http://www.bcad.gov.bb>. ICAO publications can be purchased from ICAO at: <http://www.icao.int>. The latest revision of the listed references should be requested.

(1) Barbados Civil Aviation Regulations (BCAR), in particular:

- (a) BCAR—General Application and Personnel Licensing
- (b) BCAR—Aircraft Operations
- (c) BCAR—Airworthiness
- (d) BCAR—Instruments and Equipment
- (e) BCAR—Aerial Work

(2) ICAO Annexes: 3, 10 Volume II, 11 and 14 (pertinent parts)

(3) ICAO Document 4444: General provisions, Aero Control service, Approach control service, Aerodrome control service, and Flight information and alerting service.

(4) Aeronautical Charts (Sectionals)

(5) Aeronautical Information Manual (AIM)

(6) Aeronautical Information Publication (AIP) for Barbados

(7) Aircraft Electricity and Electronics

(8) Airport/Facility Directory

(9) Automatic Flight Control

(10) Balloon Digest—Balloon Federation of America

(11) Balloon Ground School—Balloon Publishing Company

(12) Cameron Balloons Flight Manual—Cameron Balloons Limited

(13) Cold Weather Operation of an Aircraft

(14) Enroute Low Altitude Chart

(15) Flight Theory for Pilots—IAP Inc. Publications

(16) GA 42 Airship Training Manual—Jeppesen Sanderson

APPENDIX A (CONTINUED)

LIST OF FLIGHT TEST EXAMINER REFERENCE MATERIALS FOR ALL CERTIFICATIONS

(17) Goodyear Airship Operation Manual

(18) How To Fly A Balloon The Balloonist's Resource—Balloon Publishing Company

(19) Instrument Approach Procedure Chart

(20) Pilot's Handbook for Navy Model ZP2K Airship and Handling Rigid Airships on the Ground

(21) Powerline Excerpts

(22) Sectional Aeronautical Chart

(23) Transport category Aircraft Systems—Jeppesen Sanderson

(24) FAA AC 00-6—Aviation Weather

(25) FAA AC 00-24—Thunderstorms

(26) FAA AC 00-30—Atmospheric Turbulence Avoidance

(27) FAA AC 00-45—Aviation Weather Services

(28) FAA AC 00-54—Pilot Wind Shear Guide

(29) FAA AC 20-43—Aircraft Fuel Control

(30) FAA AC 20-103—Aircraft Engine Crankshaft Failure

(31) FAA AC 20-117—Hazards Following Ground Deicing

(32) FAA AC 60-22—Aeronautical Decision Making

(33) FAA AC 61-107—Operations of Aircraft at Altitudes Above 25000 Feet

(34) FAA AC 90-48—Pilot's Role in Collision Avoidance

(35) FAA AC 91-6—Water, Slush, and Snow on the Runway

(36) FAA AC 91-13—Cold Weather Operation of Aircraft

(37) FAA AC 91-43—Unreliable Airspeed Indication

(38) FAA AC 103-4—Hazard with Dry Ice Aboard Aircraft

(39) FAA AC 120-58—Pilot Guide Large Aircraft Deicing

(40) FAA Accident Prevention Program Bulletins (adopted in cooperation with FAA)

APPENDIX A (CONTINUED)

LIST OF FLIGHT TEST EXAMINER REFERENCE MATERIALS FOR ALL CERTIFICATIONS

(41) FAA-H-8083-1—Aircraft Weight and Balance (adopted in cooperation with FAA)

(42) FAA-H-8083-3—Airplane Flying Handbook (adopted in cooperation with FAA)

(43) FAA- H-8083-9—Aviation Instructor's Handbook (adopted in cooperation with FAA)

(44) FAA-H-8083-11—Balloon Flying Handbook (adopted in cooperation with FAA)

(45) FAA-H-8083-13—Glider Flying Handbook (adopted in cooperation with FAA)

(46) FAA-H-8083-15—Instrument Flying Handbook (adopted in cooperation with FAA)

(47) FAA-H-8083-21—Rotorcraft Flying Handbook (adopted in cooperation with FAA)

(48) FAA- H-8083-23—Seaplane (adopted in cooperation with FAA)

(49) FAA-H-8083-25—Pilot's Handbook of Aeronautical Knowledge (adopted in cooperation with FAA)

(50) U.S. Terminal Procedures

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APPENDIX B

DESIGNATED FLIGHT TEST EXAMINER – AEROPLANE (PEA)
DESIGNATED FLIGHT TEST EXAMINER – HELICOPTER (PER)
DESIGNATED FLIGHT TEST EXAMINER – AIRSHIP (PEL)
DESIGNATED FLIGHT TEST EXAMINER – BALLOON (PEB)
DESIGNATED FLIGHT TEST EXAMINER – GLIDER (PEG)

SUBJECT MATTER OUTLINE

The following outlines the major topics and underlying content areas on the Designated Flight Test Examiner knowledge tests.

1. Air law:

   (a) rules and regulations relevant to the holder of (as applicable);
   (b) rules of the air;
   (c) appropriate air traffic services practices and procedures.

2. Aircraft general knowledge:

   (a) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems;
   (b) flight control systems, including autopilot and stability augmentation;
   (c) principles of operation, handling procedures and operating limitations of aircraft powerplants;
   (d) effects of atmospheric conditions on engine performance;
   (e) relevant operational information from the flight manual or other appropriate document;
   (f) operating procedures and limitations of appropriate aircraft;
   (g) effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;
   (h) use and serviceability checks of equipment and systems of the relevant category of aircraft;
   (i) flight instruments;
   (j) compasses, turning and acceleration errors;
   (k) gyroscopic instruments, operational limits and precession effects;
   (l) practices and procedures in the event of malfunctions of various flight instruments and electronic display units;
   (m) maintenance procedures for airframes, systems and powerplants of appropriate aircraft;
   (n) for helicopter, and if applicable, powered-lift transmission (power-trains).

3. Flight performance and planning:

   (a) effects of loading and weight distribution on aircraft handling, flight characteristics and performance;
   (b) weight and balance calculations;
   (c) use and practical application of take-off, landing and other performance data, including procedures for cruise control;
   (d) pre-flight and en-route operational flight planning;
   (e) preparation and filing of air traffic services flight plans; appropriate air traffic services procedures;
   (f) altimeter setting procedures;
   (g) In the case of helicopter or powered-lift, effects of external loading on handling.

APPENDIX B (CONTINUED)

DESIGNATED FLIGHT TEST EXAMINER – AEROPLANE (PEA)
DESIGNATED FLIGHT TEST EXAMINER – HELICOPTER (PER)
DESIGNATED FLIGHT TEST EXAMINER – AIRSHIP (PEL)
DESIGNATED FLIGHT TEST EXAMINER – BALLOON (PEB)
DESIGNATED FLIGHT TEST EXAMINER – GLIDER (PEG)

SUBJECT MATTER OUTLINE (CONTINUED)

4. Human performance:

   (a) human performance relevant to the appropriate aircraft category;
   (b) principles of threat and error management.

5. Meteorology:

   (a) interpretation and application of aeronautical meteorological reports, charts and forecasts;
   (b) codes and abbreviations;
   (c) use of, and procedures for obtaining, meteorological information, pre-flight and in-flight;
   (d) altimetry;
   (e) aeronautical meteorology;
   (f) climatology of relevant areas in respect of the elements having an effect upon aviation;
   (g) the movement of pressure systems;
   (h) the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
   (i) causes, recognition and effects of icing;
   (j) frontal zone penetration procedures;
   (k) hazardous weather avoidance;
   (l) in the case of aeroplane and powered-lift, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts;
   (m) jet streams.

6. Navigation:

   (a) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems;
   (b) specific navigation requirements for long-range flights;
   (c) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
   (d) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight;
   (e) identification of radio navigation aids;
   (f) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment.

APPENDIX B (CONTINUED)

DESIGNATED FLIGHT TEST EXAMINER – AEROPLANE (PEA)
DESIGNATED FLIGHT TEST EXAMINER – HELICOPTER (PER)
DESIGNATED FLIGHT TEST EXAMINER – AIRSHIP (PEL)
DESIGNATED FLIGHT TEST EXAMINER – BALLOON (PEB)
DESIGNATED FLIGHT TEST EXAMINER – GLIDER (PEG)

SUBJECT MATTER OUTLINE (CONTINUED)

7. Operation procedures:

   (a) Application of threat and error management to operational performance;
   (b) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
   (c) precautionary and emergency procedures;
   (d) safety practices;
   (e) operational procedures for carriage of freight and dangerous goods;
   (f) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
   (g) in the case of helicopter, and if applicable, powered-lift, settling with power, ground resonance, retreating blade stall, dynamic roll-over, and other operational hazards;
   (h) safety procedures, associated with flight under VFR.

8. Principles of flight:

   (a) principles of flight relating to the appropriate aircraft category.

9. Radiotelephony:

   (a) Communication procedures and phraseology;
   (b) action to be taken in case of communication failure.

APPENDIX B-1

DESIGNATED FLIGHT TEST EXAMINER – AEROPLANE (PEA)

SAMPLE QUESTIONS, LEARNING STATEMENTSAND ANSWERS

1. If the landing gear on an aeroplane moves forward during retraction, the total moment will
A— increase.
B— decrease.
C— remain the same.
Answer B—Calculate mass and balance

2. A station is forecasting wind and temperature aloft at FL 390 to be 300° at 200 knots; temperature -54 °C. How would this data be encoded in the FD?
A— 300054.
B— 809954.
C— 309954.
Answer B—Recall information on a Forecast Winds and Temperatures Aloft (FD)

3. When approaching an aerodrome with an operational control tower, at what point must two-way communications be established?
A— When reaching a point 4 statute miles from the airport reference point and at an altitude of 1,500 feet.
B— Prior to 5 nautical miles from the aerodrome when operating from the surface up to and including 1,500 feet.
C— At a point between 10 and 5 nautical miles from the aerodrome, or as indicated in the Suriname AIP.
Answer B—Recall regulations – controlled / restricted airspace requirements

4. If poor aircraft controllability is experienced during an emergency go-around with full flaps, the cause is most probably due to
A— excessive airspeed with full flaps extended.
B— the high-power, low-airspeed situation with the aeroplane trimmed for a full-flap configuration.
C— a reduction in the angle of attack with full flaps to the point where the aircraft control is greatly impaired.
Answer B—Recall forces acting on aircraft – stability / controllability

5. The `taxiway ending` marker
A— identifies area where aircraft are prohibited.
B— indicates taxiway does not continue.
C— provides general taxiing direction to named taxiway.
Answer B—Recall aerodrome operations – markings / signs / lighting

APPENDIX B-2

DESIGNATED FLIGHT TEST EXAMINER – HELICOPTER (PER)

SAMPLE QUESTIONS, LEARNING STATEMENTSAND ANSWERS

1. Cross-country time, for the purpose of meeting the cross-country time requirements for
A— a PPL licence, CPL licence, or an instrument rating, includes a landing at an aerodrome which must be a straight-line distance of more than 50 statute miles from the original point of departure.
B— a CPL licence, includes a landing at an aerodrome which must be a straight-line distance of 100 statute miles from the original point of departure.
C— a PPL licence, CPL licence, or an instrument rating, includes a landing at an aerodrome which must be a straight-line distance of more than 50 nautical miles from the original point of departure.
Answer C—Recall Regulations – flight / duty time

2. The `taxiway ending` marker
A— identifies area where aircraft are prohibited.
B— indicates taxiway does not continue.
C— provides general taxiing direction to named taxiway.
Answer B—Recall aerodrome operations – markings / signs / lighting

3. Under what condition is indicated altitude the same as true altitude?
A— If the altimeter has no mechanical error.
B— When at sea level under standard conditions.
C— When at 18,000 feet MSL with the altimeter set at 29.92.
Answer B—Define altitude – absolute / true / indicated / density / pressure

4. Carburetor ice can form
A— only at temperatures near freezing and the humidity near the saturation point.
B— when the outside air temperature is as high as 100° F and the humidity is as low as 50 percent.
C— at any temperature or humidity level.
Answer B—Recall carburetor ice – factors affecting / causing

5. Ground resonance is most likely to occur when
A— there is a sudden change in velocity of the plane of rotation..
B— a series of shocks cause the rotor system to become out of balance.
C— initial ground contact is made with a combination of high gross weight and low RPM.
Answer B—Recall ground resonance – conditions to occur

APPENDIX B-3

DESIGNATED FLIGHT TEST EXAMINER –AIRSHIP (PEL)

SAMPLE QUESTIONS, LEARNING STATEMENTSAND ANSWERS

1. When must the holder of a licence notify the Authority of any permanent change of mailing address?

A—Within 60 days, after that date the privileges of that licence may not be exercised.
B—Within 45 days, after that date the privileges of that licence may not be exercised.
C—Within 30 days, after that date the privileges of that licence may not be exercised.
Answer C—Recall regulations – change of address

2. Under what condition is indicated altitude the same as true altitude?

A— If the altimeter has no mechanical error.
B— When at sea level under standard conditions.
C— When at 18,000 feet MSL with the altimeter set at 29.92.
Answer B—Define altitude – absolute / true / indicated / density / pressure

3. During pre-flight, the fuel vent system should always be checked to ensure the vent

A—is closed.
B—is open.
C—system pressure is in the green range.
Answer B—Recall fuel system – components / operating principles / characteristics

4. To rid itself of all the alcohol contained in one mixed drink, the human body requires about

A—1 hour.
B—2 hours.
C—3 hours.
Answer C—Recall effects of alcohol on the body

5. The visibility entry in a terminal aerodrome forecast (TAF) of P6SM implies that the prevailing visibility is expected to be greater than

A—6 nautical miles.
B—6 statute miles.
C—6 kilometers.
Answer B—Recall information on a Terminal Aerodrome Forecast (TAF)

APPENDIX B-4

DESIGNATED FLIGHT TEST EXAMINER –BALLOON (PEB)

SAMPLE QUESTIONS, LEARNING STATEMENTSAND ANSWERS

1. When must the holder of a licence notify the Authority of any permanent change of mailing address?

A—Within 60 days, after that date the privileges of that licence may not be exercised.
B—Within 45 days, after that date the privileges of that licence may not be exercised.
C—Within 30 days, after that date the privileges of that licence may not be exercised.
Answer C—Recall regulations – change of address

2. Under what condition is indicated altitude the same as true altitude?

A— If the altimeter has no mechanical error.
B— When at sea level under standard conditions.
C— When at 18,000 feet MSL with the altimeter set at 29.92.
Answer B—Define altitude – absolute / true / indicated / density / pressure

3. To rid itself of all the alcohol contained in one mixed drink, the human body requires about

A—1 hour.
B—2 hours.
C—3 hours.
Answer C—Recall effects of alcohol on the body

4. When converting from true course to magnetic heading, a pilot should

A—subtract easterly variation and right wind correction angle.
B—add westerly variation and subtract left wind correction angle.
C—subtract westerly variation and add right wind correction angle
Answer B—Recall course / heading – effects of wind

5. The visibility entry in a terminal aerodrome forecast (TAF) of P6SM implies that the prevailing visibility is expected to be greater than

A—6 nautical miles.
B—6 statute miles.
C—6 kilometers.
Answer B—Recall information on a Terminal Aerodrome Forecast (TAF)

APPENDIX B-5

DESIGNATED FLIGHT TEST EXAMINER –GLIDER (PEG)

SAMPLE QUESTIONS, LEARNING STATEMENTSAND ANSWERS

1. Under what condition is indicated altitude the same as true altitude?
A— If the altimeter has no mechanical error.
B— When at sea level under standard conditions.
C— When at 18,000 feet MSL with the altimeter set at 29.92.
Answer B—Define altitude – absolute / true / indicated / density / pressure

2. If severe turbulence is encountered, the aircraft's airspeed should be reduced to
A— maneuvering speed.
B— normal structural cruising speed.
C— the minimum steady flight speed in the landing configuration.
Answer A—Recall aircraft limitations – turbulent air penetration

3. Cross-country time, for the purpose of meeting the cross-country time requirements for
A— a PPL licence, CPL licence, or an instrument rating, includes a landing at an aerodrome which must be a straight-line distance of more than 50 statute miles from the original point of departure.
B— a CPL licence, includes a landing at an aerodrome which must be a straight-line distance of 100 statute miles from the original point of departure.
C— a PPL licence, CPL licence, or an instrument rating, includes a landing at an aerodrome which must be a straight-line distance of more than 50 nautical miles from the original point of departure.
Answer C—Recall Regulations – flight / duty time

4. After 141 miles are flown from the departure point, the aircraft`s position is located 11 miles off course. If 71 miles remain to be flown, what approximate total correction should be made to converge on the destination?
A— 8°.
B— 11°.
C— 14°.
Answer C—Calculate aircraft performance – time/speed/distance/course/fuel/wind

5. To determine the freezing level and areas of probable icing aloft, you should refer to
A— an area forecast.
B— an AIRMET or SIGMET.
C— a weather depiction chart.
Answer B—Recall information on AIRMETS / SIGMETS