
TEST

09/15/99

Item	Answer	Ref
An operating procedure or technique which is considered essential to emphasize is a _____? a. Warning b. Procedure c. Caution d. Note	d	TO 1T-1A-1 iii
An operating procedure or technique which could result in personal injury or loss of life if not carefully followed is a _____? a. Warning b. Procedure c. Caution d. Note	a	TO 1T-1A-1 iii
An operating procedure or technique which could result in damage to equipment if not carefully followed is a _____? a. Warning b. Procedure c. Caution d. Note	c	TO 1T-1A-1 iii
Center of gravity problems affecting longitudinal stability during flight should be considered prior to _____. a. crossfeeding of fuel b. personnel movement within the cabin area c. using the auto pilot d. lowering flaps past 10°	b	TO 1T-1A-1 1-2
Detailed weight and balance information can be found in _____. a. T.O. 1T-1A-1 b. T.O. 1T-1A-5-1 c. T.O. 1T-1A-5-2 d. b & c	d	TO 1T-1A-1 1-2
Oil grade and specifications can be found in the servicing diagram, T.O. 1T-1A-1, Sec 1. a. True. b. False.	a	TO 1T-1A-1 1-16
An integral oil tank in each engine has a capacity of _____. a. 1.84 gallons	c	TO 1T-1A-1 1-16

Item	Answer	Ref
<ul style="list-style-type: none"> b. 1.1 gallons c. 2.03 gallons d. 1.5 gallons 		
<p>Which of the following is true with an engine shutdown due to a failed turbine rotor shaft?</p> <ul style="list-style-type: none"> a. A loud bang will be audible. b. An engine fire switchlight will illuminate. c. Engine restart is not possible. d. a & c 	d	TO 1T-1A-1 1-22
<p>Operation of the engines with the EFCs off has no effect on the engine, as long as TRT is not exceeded.</p> <ul style="list-style-type: none"> a. True. b. False. 	b	TO 1T-1A-1 1-22
<p>If the engine will not start with the ignition switch in STBY, the manual mode should be used.</p> <ul style="list-style-type: none"> a. True. b. False. 	b	TO 1T-1A-1 1-24
<p>The synchronization system is inoperative when _____.</p> <ul style="list-style-type: none"> a. engines are within 1% of each other b. either electronic fuel control fails c. if the ignition switches are placed to "ON" d. b & c 	b	TO 1T-1A-1 1-25
<p>If either electronic fuel control fails, the synchronization system is still operative.</p> <ul style="list-style-type: none"> a. True. b. False. 	b	TO 1T-1A-1 1-25
<p>If the left engine fails with the engine synchronization system on, _____.</p> <ul style="list-style-type: none"> a. the right engine will spool down 20% b. there will be a maximum of 1.5% spool down of the right engine c. there will be no effect on the right engine d. engine synchronization will automatically turn off 	b	TO 1T-1A-1 1-25
<p>Avoid finger lift actuation to preclude inadvertent engine shutdown when retarding the throttles toward idle.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 1-25
<p>Which of the following is true concerning the fuel consumed totalizing indicator?</p>	e	TO 1T-1A-1 1-28

Item	Answer	Ref
<ul style="list-style-type: none"> a. Fuel indication is based on a jet fuel weight of 6.4 pounds per gallon. b. The totalizer is density compensated. c. The totalizer is not density compensated. d. a & b e. a & c 		
<p>In the event of a hung start, _____.</p> <ul style="list-style-type: none"> a. advance throttle beyond idle b. do not advance throttle beyond idle c. disengage the starter d. a & c 	b	TO 1T-1A-1 1-29
<p>Repeated or prolonged exposure to high concentrations of bromotrifluoromethane (HALON) caused by engine fire extinguishing units, should be avoided.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 1-32
<p>Which of the following is true of the engine fire bottles?</p> <ul style="list-style-type: none"> a. You cannot use both bottles on only one engine. b. All available chemical agent in a selected bottle is dispensed when the bottle is discharged. c. Once a bottle is fired, it can be recharged from the other bottle. d. a & b 	b	TO 1T-1A-1 1-32
<p>A fuel system circuit breaker _____.</p> <ul style="list-style-type: none"> a. may be reset one time b. should not be reset c. can be reset only if the boost pump is off d. should be reset only in an emergency 	b	TO 1T-1A-1 1-35
<p>During normal fuel feeding, which fuel tank empties first?</p> <ul style="list-style-type: none"> a. Mid fuselage tank. b. Aft fuselage tank. c. Aft cabin tank. d. Wing tanks. 	c	TO 1T-1A-1 1-39
<p>Operating transfer pumps dry _____.</p> <ul style="list-style-type: none"> a. could cause an explosion b. is acceptable c. will cause pump damage d. will cause the fuel "low level" annunciator to illuminate 	c	TO 1T-1A-1 1-42
<p>If the transfer pump operation light remains illuminated with either L or R XFER PRESS LO, and the switch is in AUTO, you should _____.</p>	c	TO 1T-1A-1 1-43

Item	Answer	Ref
<ul style="list-style-type: none"> a. shutdown the engine on the affected side b. crossfeed to the affected side c. pull the LH or RH TRANS PUMP circuit breaker to avoid pump damage d. turn off the jet pump on the affected side 		
<p>In the event of an engine fire, following fire extinguisher bottle actuation, jet pump switches should be placed in the off position to _____.</p>	b	TO 1T-1A-1 1-44
<ul style="list-style-type: none"> a. interrupt electrical power to the jet pumps b. stop fuel flow to the engine c. interrupt electrical power to the transfer pumps d. a & b 		
<p>With the pilot valves inoperative, which of the following is true concerning refueling?</p>	b	TO 1T-1A-1 1-45
<ul style="list-style-type: none"> a. Use single point refueling. b. Use gravity refueling. c. Should not be refueled. d. Either method may be used. 		
<p>During preflight inspection a drop of fuel hanging on the sniffle valve _____.</p>	a	TO 1T-1A-1 1-45
<ul style="list-style-type: none"> a. is acceptable b. is not acceptable c. should be written up in the 781 d. a & c 		
<p>Crossfeed will supply fuel to a single engine from both wing tanks simultaneously.</p>	b	TO 1T-1A-1 1-49
<ul style="list-style-type: none"> a. True. b. False. 		
<p>During crossfeed operation, automatic boost pump activation is not functional on the side being fed.</p>	a	TO 1T-1A-1 1-49
<ul style="list-style-type: none"> a. True. b. False. 		
<p>If the boost pump has been shut off due to an engine malfunction, _____.</p>	a	TO 1T-1A-1 1-49
<ul style="list-style-type: none"> a. it must be turned ON/AUTO immediately prior to cross feed to ensure uninterrupted fuel flow to the operating engine b. it must be left OFF for cross feed operations c. cross feeding cannot be accomplished d. do not turn ON under any circumstances 		
<p>Using the engine fire switchlights to close the fuel valve also closes the hydraulic valve.</p>	a	TO 1T-1A-1 1-49
<ul style="list-style-type: none"> a. True. 		

Item	Answer	Ref
b. False.		
In the event of a fuel quantity indicator failure, which of the following are true?	a	TO 1T-1A-1 1-50
<ul style="list-style-type: none"> a. Both gauges dial pointers move off scale to below the zero mark to indicate an inoperative condition. b. Both gauges dial pointers freeze at the position they were at when the failure occurred. c. The fuel gauge failure annunciator illuminates. d. There will be no indication. 		
The switchlight in the fire protection group on the shroud panel is used to close the _____ on the respective engine.	d	TO 1T-1A-1 1-53
<ul style="list-style-type: none"> a. main fuel line shutoff valve b. hydraulic valve c. electric tie in d. a & b 		
In the event of electrical system failure, excluding the aircraft battery, placing the battery switch to the EMER position causes the battery to power the _____.	e	TO 1T-1A-1 1-59
<ul style="list-style-type: none"> a. emergency bus b. standby battery c. standby bus d. a & b e. All of the above 		
It is permissible to operate the anti-ice and windshield heat (defog) systems in combination with all other aircraft loads while using external power.	b	TO 1T-1A-1 1-59
<ul style="list-style-type: none"> a. True. b. False. 		
What provides ground fault protection for external power?	b	TO 1T-1A-1 1-60
<ul style="list-style-type: none"> a. Start cart. b. Battery protection circuits. c. Left load bus. d. Battery bus. 		
Charging a low state battery (less than 22 volts) using external power will significantly reduce battery life due to the high charge rate.	a	TO 1T-1A-1 1-60
<ul style="list-style-type: none"> a. True. b. False. 		
Aircrews are permitted to recharge a low voltage state battery.	b	TO 1T-1A-1 1-60
<ul style="list-style-type: none"> a. True. 		

Item	Answer	Ref
b. False.		
Fuel quantity indicators are unreliable at high angles of attack and/or any angles of side-slip.	a	TO 1T-1A-1 1-50
a. True. b. False.		
What type of circuit breakers are used on the aircraft?	d	TO 1T-1A-1 1-69
a. Push-pull type. b. Rocker actuated type. c. Toggle type. d. All of the above.		
Due to high hydraulic pump output and low hydraulic reservoir capacity, a pressure line rupture will cause _____.	a	TO 1T-1A-1 1-79
a. a rapid and complete loss of system hydraulics b. low hydraulic pressure c. high hydraulic pressure d. hydraulic over temperature		
If the fuselage main landing gear doors are extended, they will not contact the runway during a normal landing.	b	TO 1T-1A-1 1-87
a. True. b. False.		
If it is necessary to press the DOWN LOCK RELEASE switch to move the LDG GR handle to the UP position, the crew member should suspect _____.	c	TO 1T-1A-1 1-92
a. zero hydraulics b. jammed landing gear c. a malfunction of the landing gear ground safety switch d. a main gear door failure to extend		
While on the ground, retracting the landing gear in an attempt to prevent runway departure is a viable option.	b	TO 1T-1A-1 1-92
a. True. b. False.		
Normal landing gear extension takes _____ seconds and retraction takes _____ seconds.	a	TO 1T-1A-1 1-87
a. 7, 7 b. 4.5, 4.5 c. 4.5, 7 d. 7, 4.5		

Item	Answer	Ref
<p>During Emergency Landing Gear Extension, all landing gear should be down and locked in approximately _____ seconds.</p> <p>a. 10 b. 15 c. 30 d. 45</p>	c	TO 1T-1A-1 1-92
<p>Do not land with the brakes applied. A failed touchdown protection mechanism could result in _____.</p> <p>a. nothing, a release mechanism prevents damage b. blown tires, etc c. anti-skid failure d. the gear to collapse</p>	b	TO 1T-1A-1 1-95
<p>With the anti-skid switch placed to "OFF," the brake system functions in either the manual or power mode as determined by availability of 1,500 psi hydraulic system pressure to the power brake anti-skid control valve.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 1-95
<p>When the "ANTI-SKID FAIL" annunciator is illuminated, anti-skid braking is not available and braking will be in the power brake mode.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 1-97
<p>With engines off, how do you set the parking brake?</p> <p>a. Same as with engines running. b. Pull out the handle, then pump the toe brakes. c. Either a or b.</p>	b	TO 1T-1A-1 1-97
<p>Normal braking can be used with emergency braking because the systems are independent.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 1-97
<p>Emergency braking has anti-skid protection.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 1-97
<p>The parking brake should not be set _____.</p> <p>a. if the brakes are hot b. during low temperatures, when an accumulation of moisture is present</p>	d	TO 1T-1A-1 1-97

Item	Answer	Ref
<p>c. using the copilots brake pedals d. All of the above</p>		
<p>In the event of flap system malfunction, the FLAP circuit breaker should be pulled to prevent further flap movement due to airloads or switch contact proximity.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 1-98
<p>In reference to the flap system, if the 26 VAC primary shed bus is lost _____.</p> <p>a. flap asymmetry detection is not available b. the copilot has to use the flap override switch c. the flap position indicator will be inoperative d. a & c</p>	d	TO 1T-1A-1 1-98
<p>What will cause the speed brakes to automatically retract?</p> <p>a. Flap extension beyond the 10° position. b. Either throttle advanced to the "NORM T.O." position. c. A and B above. d. None of the above.</p>	c	TO 1T-1A-1 1-100
<p>The AOA indicator and indexer signals are provided by the stall warning computer dedicated to the _____.</p> <p>a. right system only b. left system only c. right system if it is working, otherwise the left system d. left system if it is working, otherwise the right system</p>	b	TO 1T-1A-1 1-102
<p>Failure to set the proper AOA value _____.</p> <p>a. may cause erroneous on-speed indications b. has no affect, since it is only a reference marker c. will turn off the AOA indexer lights d. will cause of a failure of the AOA system</p>	a	TO 1T-1A-1 1-103
<p>The secondary flight controls are _____.</p> <p>a. flaps b. speed brakes c. all trim systems d. a and c above e. All of the above</p>	e	TO 1T-1A-1 1-103
<p>The rudder is _____ linked to the nosewheel steering system.</p> <p>a. electrically b. hydraulically</p>	c	TO 1T-1A-1 1-104

Item	Answer	Ref
c. mechanically		
Crew members shall avoid control column entanglement during inflight rudder pedal adjustment.	a	TO 1T-1A-1 1-105
a. True. b. False.		
The rudder boost _____ the loss of thrust in an asymmetric condition.	b	TO 1T-1A-1 1-105
a. fully compensates for b. is not designed to fully compensate for c. loses all effectiveness during		
If a trim system failure has occurred, do not attempt to use the failed trim system.	a	TO 1T-1A-1 1-106
a. True. b. False.		
Which of the following will not disengage the autopilot?	e	TO 1T-1A-1 1-112
a. Pressing the red TRIM interrupt and A/P disengage switch on either control wheel. b. Pressing the pitch and roll trim switch on either control wheel in any axis. c. Pressing the rudder trim paddles. d. Pressing the go-around button on the right throttle. e. c & d.		
With the flight director in the approach mode, which statement is false?	d	TO 1T-1A-1 1-116
a. Roll rate is limited to 4°/second. b. Automatic crosswind correction with crab angles up to 30° are provided. c. Half bank mode is cleared if used with heading or roll mode. d. Turbulence mode is cleared automatically before LOC capture.		
Which of the following does not affect the flight deck accelerometer (G meter)?	d	TO 1T-1A-1 1-121
a. Speed. b. Altitude. c. Weight and fuel loading. d. None of the above.		
In which situation is the magnetic compass still considered reliable?	a	TO 1T-1A-1 1-123
a. Windshield heat set to LOW. b. Windshield heat set to HIGH. c. Side window defog heater/blower units are operating. d. None of the above.		

Item	Answer	Ref
<p>Aircraft _____ power is required for clock display lighting.</p> <p>a. AC b. DC c. standby</p>	b	TO 1T-1A-1 1-124
<p>Unsupported dropping of the steps to the extended position may cause damage to the step assembly.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 1-125
<p>The aft fuselage door is designed such that the lower section must be opened prior to the upper section.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 1-128
<p>You should never clean a dry window surface without using water or a mild soap solution.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 1-128
<p>Discoloration, crazing, or scratches will weaken the structural strength of the windows.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 1-128
<p>During _____, to avoid obscuring visibility, the sun visors must be in the stowed position.</p> <p>a. takeoff b. landing c. a & b d. circling approaches</p>	c	TO 1T-1A-1 1-128
<p>Cabin window shades are to be _____ for takeoff and landing.</p> <p>a. opened b. closed c. opened or closed depending on pilot preference</p>	a	TO 1T-1A-1 1-129
<p>Which of the following methods are employed to deice and defog the flight deck windows?</p> <p>a. Built-in wire heating elements in the windshield to prevent ice accumulation. b. Air ducts to the windshield and to the side windows for condensation removal and prevention. c. Supplemental electrical heater/blower to prevent or remove</p>	d	TO 1T-1A-1 1-128

Item	Answer	Ref
<p>condensation from the side windows.</p> <p>d. All of the above.</p>		
<p>Do not block air distribution system return air grates and openings in the aircraft.</p> <p>a. True.</p> <p>b. False.</p>	a	TO 1T-1A-1 1-133
<p>The ground air (fresh air) blower will operate with the bleed air switch on while the aircraft is in flight.</p> <p>a. True.</p> <p>b. False.</p>	b	TO 1T-1A-1 1-143
<p>When throttles are advanced to _____ on the ground, the cabin is pressurized to a positive 80 to 120 foot differential.</p> <p>a. 66% N2</p> <p>b. 70% N1</p> <p>c. 70% N2</p> <p>d. Takeoff position</p>	d	TO 1T-1A-1 1-144
<p>When using the manual pressurization control, you should raise cabin pressure _____.</p> <p>a. slowly, to avoid damaging the knob</p> <p>b. rapidly, to ensure the pressure is rising</p> <p>c. slowly, to prevent injury to the ears</p> <p>d. slowly or rapidly, it does not matter</p>	c	TO 1T-1A-1 1-146
<p>Moving the manual pressurization control beyond its normal range could result in damage to the needle valve's seat.</p> <p>a. True.</p> <p>b. False.</p>	a	TO 1T-1A-1 1-146
<p>Adjusting the manual pressurization control may extinguish a CABIN PRESS HI annunciator.</p> <p>a. True.</p> <p>b. False.</p>	a	TO 1T-1A-1 1-146
<p>The "CABIN PRESSURE LO" annunciator illuminates when cabin altitude exceeds _____.</p> <p>a. 9500 ± 500 ft</p> <p>b. 12,500 ± 1500 ft</p> <p>c. 10,000 ± 500 ft</p> <p>d. 12,000 ± 500 ft</p>	a	TO 1T-1A-1 1-146
<p>The "CABIN PRESSURE HI" annunciator illuminates when cabin pressure differential</p>	b	TO 1T-1A-1 1-146

Item	Answer	Ref
<p>exceeds _____.</p> <p>a. 9.6 ± .01 psi b. 9.1 ± .01 psi c. 8.6 ± .01 psi d. 9.1 ± .5 psi</p>		
<p>With the small knob located in the lower left portion of the cabin controller, the pilot can control the cabin altitude rate of change within a range of approximately _____ to _____ feet per minute.</p> <p>a. 0, 1,000 b. 50, 2,000 c. 100, 2,000 d. 500, 3,000</p>	b	TO 1T-1A-1 1-146
<p>Electric heat subsystem can only be used when the aircraft is _____.</p> <p>a. on the ground or in the air, with both engines running b. on the ground, with battery power only c. on the ground after engine start d. on the ground and operating on external power</p>	d	TO 1T-1A-1 1-150
<p>The cabin dump valve handle is secured in the closed position with a red guard.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 1-146
<p>Three overtemperature switches are installed in each wing to monitor the bleed air temperature. The switch located near the center of the inboard leading edge closes at approximately _____°F, and the other two switches located forward of the front wing spar close at approximately _____°F.</p> <p>a. 140, 220 b. 420, 212 c. 350, 212 d. 212, 350</p>	c	TO 1T-1A-1 1-154
<p>Wing inspection lights are provided to aid in visual detection of ice formation on each wing.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 1-154
<p>Activating the wing anti-ice system with significant wing ice accumulation could result in _____.</p> <p>a. engine ice ingestion with resultant blade damage and possible engine flameout b. skin damage c. wing damage</p>	a	TO 1T-1A-1 1-154

Item	Answer	Ref
d. b & c		
The wing anti-ice system should only be operated on the ground during preflight check and landing roll out.	a	TO 1T-1A-1 1-154
a. True. b. False.		
Do not fly in icing conditions with inoperative horizontal stabilizer anti-ice and de-ice because ice accumulation can limit elevator authority.	a	TO 1T-1A-1 1-155
a. True. b. False.		
The horizontal stabilizer anti-ice and de-ice systems must operate together. Should either system fail, both must be turned off.	a	TO 1T-1A-1 1-155
a. True. b. False.		
During use of the horizontal stabilizer Manual De-Ice Operation, hold the toggle switch in the MANUAL position _____.	a	TO 1T-1A-1 1-157
a. momentarily b. for 5 seconds c. for 30 seconds d. for 1 minute		
The backup de-ice system manual mode may be used for deicing on the ground.	b	TO 1T-1A-1 1-157
a. True. b. False.		
If the backup switch is held in the MANUAL position, power to the gap heater elements will be maintained longer than the _____ standard momentary switch operation, and overheating could result.	b	TO 1T-1A-1 1-157
a. 15 sec. b. 30 sec. c. 1 min. d. 2 min.		
Manual de-ice operation must not be used on the ground _____.	a	TO 1T-1A-1 1-157
a. to avoid damage to electrothermal heating elements in mats b. to avoid flap damage from melted ice c. to avoid ice melting and refreezing in the spoiler area causing potential jammed flight controls during takeoff d. all the above		
The air data systems anti-ice heaters for the pitot, static, angle of attack, and outside	a	TO 1T-1A-1 1-159

Item	Answer	Ref
air temperature probes are powered separately for the pilot and copilot systems from the left and right overhead bus respectively.		
<ul style="list-style-type: none"> a. True. b. False. 		
Do not operate engine anti-ice on the ground at temperatures above _____°C RAT except for preflight check.	c	TO 1T-1A-1 1-158
<ul style="list-style-type: none"> a. 0 b. 8 c. 10 d. 12 		
Flight in visible moisture without pitot heat can result in erratic operation or failure of the following pilot and copilot systems:	d	TO 1T-1A-1 1-160
<ul style="list-style-type: none"> a. Mach/airspeed indicator. b. IVSI. c. altimeters. d. all of the above. e. only a & c above. 		
Use of the high heat mode of the windshield is authorized during takeoff and landing.	b	TO 1T-1A-1 1-161
<ul style="list-style-type: none"> a. True. b. False. 		
Which of the following statements is/are correct?	d	TO 1T-1A-1 1-161
<ul style="list-style-type: none"> a. The magnetic compass is unreliable when the windshield heat is set to HIGH. b. The magnetic compass is erratic and unreliable when the side window defog heater/blower units are operating. c. None of the above. d. a & b 		
Speeds greater than _____ KIAS can cause damage to the wiper motor and possible blade separation.	b	TO 1T-1A-1 1-162
<ul style="list-style-type: none"> a. 165 b. 200 c. 300 d. 330 		
To prevent damage to the windshield glass surface and wiper blades, do not	c	TO 1T-1A-1 1-162
<ul style="list-style-type: none"> a. operate on a windshield covered with abrasive particles such as dust or sand. b. go directly from ON to PARK (switch should be moved from ON to OFF, then to PARK). 		

Item	Answer	Ref
<p>c. a & b</p> <p>d. None of the above.</p>		
<p>Failure to properly set the AOA bug will result in incorrect Fast-Slow indications on every indicator on the flight deck. Following these indications will result in flying approaches off-speed.</p> <p>a. True.</p> <p>b. False.</p>	a	TO 1T-1A-1 1-177
<p>An electronic flight display is considered failed when the display</p> <p>a. flickers.</p> <p>b. is missing characters.</p> <p>c. is missing lines.</p> <p>d. a & b</p> <p>e. All of the above.</p>	e	TO 1T-1A-1 1-185
<p>Comparator warning flags are displayed on the</p> <p>a. EADI.</p> <p>b. EHSI.</p> <p>c. MFD.</p> <p>d. All of the above.</p> <p>e. None of the above.</p>	d	TO 1T-1A-1 1-187
<p>When using cross side display operations, due to the lack of comparator warnings, pilots should crosscheck position, attitude, and altitude with other reliable instruments such as standby instruments.</p> <p>a. True.</p> <p>b. False.</p>	a	TO 1T-1A-1 1-187
<p>The aural warning system may activate when power is applied to the aircraft if the altitude preselect is within 1,000 feet of field elevation. The warning can be silenced by</p> <p>a. pressing the alert cancel button.</p> <p>b. pulling and resetting ADC 1 circuit breaker.</p> <p>c. a & b.</p> <p>d. none of the above</p>	b	TO 1T-1A-1 1-219
<p>Air to ground TACAN in the inverse mode and tuned to a combined VOR/DME station will provide a reasonable bearing and can be used for navigation.</p> <p>a. True.</p> <p>b. False.</p>	b	TO 1T-1A-1 1-314
<p>When TCAS is operational, the pilot is relieved from the task of clearing, as all traffic is displayed and if the TCAS fails, there will be a fault indication.</p> <p>a. True.</p>	b	TO 1T-1A-1 1-325

Item	Answer	Ref
b. False.		
If TCAS displays traffic or a traffic advisory (TA mode) is announced, you should _____.	b	TO 1T-1A-1 1-326
<ul style="list-style-type: none"> a. initiate evasive maneuvers to avoid traffic b. do nothing, display or advisory is only for assistance in visually locating the traffic c. initiate a drastic change in vertical speed based on the traffic display d. None of the above. 		
Once a resolution advisory (RA) is given, the pilot must at all times adhere to this advisory.	b	TO 1T-1A-1 1-327
<ul style="list-style-type: none"> a. True. b. False. 		
Once TCAS announces "clear of conflict," the pilot should	a	TO 1T-1A-1 1-329
<ul style="list-style-type: none"> a. return to his/her ATC clearance or as directed by ATC. b. maintain the altitude climbed/descended to, as this will maintain safe separation. c. choose an altitude that you, as the pilot, deem necessary and fly to it. 		
Failure to properly set the decision height (DH) in the radio altimeter could result in _____.	a	TO 1T-1A-1 1-336
<ul style="list-style-type: none"> a. nuisance warning from the GPWS. b. a warning is given automatically at the DH or MDA depending on what approach the navigation systems are set up for. c. a warning from the GPWS is automatic at 50 feet no matter where the DH is set. d. a & c 		
If the ARC format is selected on the DSP, the EHSI will present an expanded 70° (approximate) compass segment.	a	TO 1T-1A-1 1-182
<ul style="list-style-type: none"> a. True. b. False. 		
The weather radar system detects _____ along the flight path ahead of the aircraft. The radar antenna sweeps _____ to paint a full screen radar picture of the precipitation pattern along the flight path.	d	TO 1T-1A-1 1-336
<ul style="list-style-type: none"> a. static electricity, ±45° b. static electricity, ±60° c. wet precipitation, ±45° d. wet precipitation, ±60° 		

Item	Answer	Ref
<p>Due to weather radar system limitations, _____.</p> <p>a. the maximum range of 300 NM should not be used when circumnavigating adverse weather.</p> <p>b. do not use the turbulence mode when maneuvering or damage to the radar stabilization system could result.</p> <p>c. do not rely on the system as the only means to avoid adverse weather.</p> <p>d. a & b</p>	c	TO 1T-1A-1 1-337
<p>Weather radar can be used as a ground proximity warning device and for primary collision avoidance when</p> <p>a. weather is better than 3000' and 5 miles.</p> <p>b. radio altimeter and other altitude alert systems are used as a backup.</p> <p>c. a & b</p> <p>d. Never.</p>	d	TO 1T-1A-1 1-337
<p>Transient fault conditions in the WX radar system may be cleared by</p> <p>a. momentarily selecting the test mode then reselecting the desired mode.</p> <p>b. resetting the WX radar circuit breaker on the forward CB panel.</p> <p>c. momentarily selecting the standby mode then reselect desired mode.</p>	c	TO 1T-1A-1 1-338
<p>The weather radar system provides radar data for up to _____ NM.</p> <p>a. 100</p> <p>b. 150</p> <p>c. 300</p> <p>d. 600</p>	c	TO 1T-1A-1 1-337
<p>If the antenna on WX radar is tilted down too far and GCS mode is selected, a GCS wedge may occur. The wedge is displayed as a black area located within _____ of aircraft heading.</p> <p>a. $\pm 5^\circ$</p> <p>b. $\pm 10^\circ$</p> <p>c. $\pm 15^\circ$</p> <p>d. None of the above, changes with altitude.</p>	b	TO 1T-1A-1 1-342
<p>The sidetone volume potentiometer adjustment on the audio control panel will be performed only by a/an _____.</p> <p>a. qualified technician</p> <p>b. student pilot</p> <p>c. instructor pilot</p> <p>d. All of the above.</p>	a	TO 1T-1A-1 1-356
<p>The decision height trip signal sent to the ground proximity computer is only from the</p> <p>a. altitude pre-select on the altimeter.</p> <p>b. decision height set on the EADI.</p>	c	TO 1T-1A-1 1-363

Item	Answer	Ref
<p>c. radio altimeter indicator. d. GPWS.</p> <p>The GPWS TEST, GPWS TAC, and GPWS FLP ORIDE annunciators are always illuminated with power applied.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 1-365
<p>The GPWS self test may be accomplished while airborne if the radio altimeter is above _____.</p> <p>a. 200 ft AGL b. 500 ft AGL c. 800 ft AGL d. 1000 ft AGL</p>	a	TO 1T-1A-1 1-365
<p>The audible warning "TOO LOW FLAPS" is not activated when in the approach or landing configuration with _____ flaps.</p> <p>a. 0° b. 10° c. 30° d. a & c</p>	c	TO 1T-1A-1 1-365
<p>The flap override system automatically resets on climb out.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 1-365
<p>The Ground Proximity Computer (GPC) is not connected to the DH setting on the EFIS.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 1-363
<p>When flying in clouds, haze, or visible moisture, glare from the intense light flashes of the anti-collision lights could induce vertigo. If vertigo or other distractions are noted _____.</p> <p>a. the anticollision lights should not be used b. remain on instruments without ever looking outside c. turn off all exterior lighting d. a or c</p>	a	TO 1T-1A-1 1-377
<p>Landing lights should be extinguished as soon as landing and taxi requirements are met to prevent _____.</p> <p>a. blinding of ground personnel b. distraction of aircraft in the landing phase c. damage due to overheating</p>	c	TO 1T-1A-1 1-378

Item	Answer	Ref
d. overloading of the generators with aux cool operating		
Set cabin lights to avoid glare in the flight deck for night operations.	a	TO 1T-1A-1 1-378
a. True. b. False.		
When the passenger oxygen control knob is pulled or when the masks are dropped automatically due to cabin pressure sensing, _____.	c	TO 1T-1A-1 1-380
a. intercom is lost in the aircraft b. cabin lighting remains dim if in the dim position c. the fluorescent cabin lights are illuminated at full intensity d. None of the above.		
Which switch is used to control the lighting intensity of those instrument panel lights that do not have separate intensity controls?	c	TO 1T-1A-1 1-381
a. cabin flood lights. b. emergency lights. c. IND LT DIM-BRT switch. d. Any of the above.		
What must be done to have the passenger oxygen subsystem charged?	a	TO 1T-1A-1 1-387
a. SYS READY control knob pulled out. b. Battery ON. c. at least one generator ON. d. All of the above.		
As oxygen cylinders become chilled, the pressure is reduced. A temperature drop of 100°F will reduce pressure 20%. If the pressure begins to drop while the aircraft is in level flight or descending, _____.	b	TO 1T-1A-1 1-387
a. do nothing, this is normal at high altitudes b. suspect an oxygen leak c. suspect gauge failure d. check for a similar drop in the nitrogen pressure		
Occupying the commode seat is prohibited during _____.	b	TO 1T-1A-1 1-390
a. climbout or approach phases b. takeoff and landing c. during high altitude cruise d. a & b		
After flushing the lavatory, _____ to prevent contents from overflowing.	a	TO 1T-1A-1 1-390
a. leave the knife valve open b. close the knife valve c. ensure the lid is closed		

Item	Answer	Ref
d. none of the above.		
The handheld HALON 1301 extinguishers in the aircraft are more effective and less toxic than other types of fire extinguishers. Therefore, it is not necessary to ventilate the aircraft after their use.	b	TO 1T-1A-1 1-392
a. True. b. False.		
The audio mute switch is not functional for tone generator signals.	a	TO 1T-1A-1 1-396
a. True. b. False.		
When using cross-side attitude information, pilots should cross-check _____ with other reliable instruments.	d	TO 1T-1A-1 1-187
a. position b. attitude c. altitude d. All of the above. e. None of the above. (cross-side information is just as accurate)		
Asterisk (*) items	d	TO 1T-1A-1 2-2
a. need only be accomplished on first sortie of the day. b. require a verbal response. c. need only be accomplished once per cross country weekend. d. need not be accomplished on subsequent flights by the same crew flying the same aircraft on the same day.		
While using the exterior inspection checklist, specific attention should be given to detect fluid leakage.	a	TO 1T-1A-1 2-3
a. True. b. False.		
The exterior door handle will stow by activation of the interior handle.	b	TO 1T-1A-1 2-3
a. True. b. False.		
Failure to stow the exterior door handle can result in damage to the door during flight.	a	TO 1T-1A-1 2-3
a. True. b. False.		
Operation of windshield wipers on dry surfaces is acceptable.	b	TO 1T-1A-1 2-3
a. True. b. False.		

Item	Answer	Ref
<p>If the windshield wiper is not in the proper position, you should try and move it manually with your hand.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 2-3
<p>Typical nose strut extension is approximately _____ inches, based on nominal CG location.</p> <p>a. 2 b. 3.5 c. 5 d. 6.5</p>	b	TO 1T-1A-1 2-5
<p>If the green oxygen blowout disc is missing from the right nose section, what does this indicate?</p> <p>a. Nothing, the disc is red. b. The oxygen tank must be reserviced. c. The oxygen is contaminated.</p>	b	TO 1T-1A-1 2-5
<p>How many static wicks are attached to the aircraft and how many can be missing?</p> <p>a. 12, only one per flight control surface. b. 10, none. c. 12, none.</p>	c	TO 1T-1A-1 2-5
<p>If oil level OK indicator fails to illuminate, you should</p> <p>a. use the dipstick to check the oil level. b. abort the mission. c. contact the expediter. d. contact the maintenance supervisor.</p>	a	TO 1T-1A-1 2-6
<p>If the thermal relief plug on fire extinguisher discharge indicator is blown out, you should</p> <p>a. disregard it and annotate this in the AFTO Form 781. b. disregard it, no write up required. c. consult maintenance prior to flight. d. abort the sortie, the aircraft is unflyable for 24 hours.</p>	c	TO 1T-1A-1 2-6
<p>When nosewheel mechanical disconnect pin is disconnected</p> <p>a. you may still taxi using differential braking. b. nosewheel can caster 360°. c. severe structural damage can occur to nosewheel assembly if the nosewheel is at a right angle to the direction of travel. d. b & c</p>	d	TO 1T-1A-1 2-5
<p>The hot beverage container must be removed to check the galley circuit breaker.</p>	a	TO 1T-1A-1 2-2A

Item	Answer	Ref
<ul style="list-style-type: none"> a. True. b. False. 		
<p>You should be checking spoiler and flap movement by physically trying to move them with your hands.</p>	b	TO 1T-1A-1 2-7
<ul style="list-style-type: none"> a. True. b. False. 		
<p>During the walk around, support the main landing gear door if releasing by the manual system.</p>	a	TO 1T-1A-1 2-7
<ul style="list-style-type: none"> a. True. b. False. 		
<p>How many circuit breaker panels are in the aft compartment that are required to be checked?</p>	c	TO 1T-1A-1 2-6
<ul style="list-style-type: none"> a. 1 b. 2 c. 3 d. 4 		
<p>The entrance door must be closed and locked prior to starting interior inspection.</p>	b	TO 1T-1A-1 2-8
<ul style="list-style-type: none"> a. True. b. False. 		
<p>With respect to the door locking pins, _____ or the door may open inflight.</p>	a	TO 1T-1A-1 2-8
<ul style="list-style-type: none"> a. all eight must be white. b. they may be half white and half red. c. at least every other one must be white. 		
<p>If a passenger oxygen mask container is open, _____.</p>	b	TO 1T-1A-1 2-2A
<ul style="list-style-type: none"> a. manually put the mask back up into the container and close it b. leave it alone for proper maintenance inspection c. None of the above. 		
<p>An improperly installed escape hatch can result in loss of cabin pressure in flight.</p>	a	TO 1T-1A-1 2-2A
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Failure to remove the escape hatch lock pin will</p>	d	TO 1T-1A-1 2-2A
<ul style="list-style-type: none"> a. make hatch inoperable from the outside. b. make hatch inoperable from the inside. c. delay emergency ground egress from the escape hatch. 		

Item	Answer	Ref
d. All of the above.		
To test the AHRS battery, _____.	d	TO 1T-1A-1 2-2A
<ul style="list-style-type: none"> a. hold for five seconds. b. check the AHRS BATT TEST annunciator remains illuminated. c. accomplish test from both pilot and copilot's side. d. a & b e. All of the above. 		
When the cabin pressure controller is set, set the altitude to _____ feet above the highest anticipated cruise altitude or according to mission requirements.	b	TO 1T-1A-1 2-7
<ul style="list-style-type: none"> a. 500 b. 1,000 c. 1,500 d. 2,000 		
Turning the manual pressure control knob past its normal range _____.	a	TO 1T-1A-1 2-7
<ul style="list-style-type: none"> a. could damage the threads or needle valve seat b. will have no affect c. will turn off the bleed air d. will turn on the CABIN PRESS LO annunciator 		
Manual pressure controller should be set at FULL INCR for normal takeoff.	a	TO 1T-1A-1 2-7
<ul style="list-style-type: none"> a. True. b. False. 		
When doing an ACM OFF takeoff, the manual pressure controller should be full decrease. Adjust the control knob approximately _____ revolutions counter clockwiseto allow the outflow valve to evacuate any cabin smoke during takeoff.	b	TO 1T-1A-1 2-8
<ul style="list-style-type: none"> a. 10 b. 8 c. 6 d. 4 		
During the interior inspection, generator reset switches must be positioned to _____ for a battery start.	a	TO 1T-1A-1 2-8
<ul style="list-style-type: none"> a. NORM b. OFF 		
Failure to check all eight locking pins showing white can result in the entrance door opening in flight.	a	TO 1T-1A-1 2-8
<ul style="list-style-type: none"> a. True. b. False. 		

Item	Answer	Ref
Whenever changing any electrical source, you must advise the crew. a. True. b. False.	a	TO 1T-1A-1 2-8A
Seat adjustment levers not in the down and locked position may cause inadvertent seat movement. a. True. b. False.	a	TO 1T-1A-1 2-8
Seat and rudder pedals must be adjusted to allow full rudder pedal deflection. a. True. b. False.	a	TO 1T-1A-1 2-8
Leaving the aircraft battery and/or standby battery on for an extended period of time without external power will a. have no effect. b. drain the respective battery. c. shut off the batteries automatically after a 10 minute delay.	b	TO 1T-1A-1 2-8
During the before exterior inspection without external power, battery voltage when checked should read _____ volts. a. 18-22 b. 22-24 c. 24-26 d. 26-28	b	TO 1T-1A-1 2-2A
If a GPU is not available and a battery start is made, the _____. a. aircraft battery must be on b. standby battery must be on c. a & b	c	TO 1T-1A-1 2-8A
When the battery feed test button is pushed with the battery switch ON, check for a. FDR FAIL annunciator illuminated b. STBY PWR ON annunciator illuminated c. right ITT guage is powered and illuminated d. a & b e. All of the above.	d	TO 1T-1A-1 2-2A
After pushing the battery feed test button and the battery switch is placed to "EMER," check for operation of _____. a. right N1 guage b. right N2 guage c. RTU #1	c	TO 1T-1A-1 2-3

Item	Answer	Ref
d. All of the above.		
After placing the EMER LT switch to TEST, check to see that power is supplied to ____ emergency light packs.	c	TO 1T-1A-1 2-9
<ul style="list-style-type: none"> a. 2 b. 3 c. 4 d. 5 		
The H STAB DEICE TEST position will	e	TO 1T-1A-1 2-15
<ul style="list-style-type: none"> a. check the 12 static wick heaters. b. check the de-ice timer in the fast advance mode through the 12 segment positions. c. applies power to the heater elements for 0.6 seconds in sequence with a pause after each six. d. a & b e. b & c 		
When checking the stall warning system _____.	d	TO 1T-1A-1 2-9
<ul style="list-style-type: none"> a. the master test switch must remain in L or R STALL until stick shaker actuates twice. b. check that the indexer on the glare shield follows AOA gauge indication. c. the airplane may be airborne with flaps extended. d. a & b e. None of the above. 		
When testing the indicator lights, the following lights do not illuminate:	e	TO 1T-1A-1 2-9
<ul style="list-style-type: none"> a. red light in gear position indicators b. starter DISENGAGE button c. ENG START buttons d. a & b e. All of the above. 		
When doing the stall warning test on the left or right side, the stick shaker should activate	b	TO 1T-1A-1 2-9
<ul style="list-style-type: none"> a. once when the AOA pointer passes 0.4 to 0.5. b. twice when the AOA pointer passes 0.4 to 0.5 and 0.7. c. once when the AOA pointer passes 0.7. d. twice when the AOA pointer passes 0.5 and 0.7. 		
After selecting the left tank during the fuel crossfeed check, these lights will illuminate:	c	TO 1T-1A-1 2-10
<ul style="list-style-type: none"> a. Left boost pump light, left jet pump light, Xfeed light b. Right boost pump light, left jet pump light, Xfeed light c. Left boost pump light, right jet pump light, Xfeed light d. Right boost pump light, right jet pump light, Xfeed light 		

Item	Answer	Ref
<p>When running the pitch or roll trim switch for _____ seconds continuously, the trim warning horn will activate.</p> <p>a. 2 b. 5 c. 7 d. 10</p>	b	TO 1T-1A-1 2-10
<p>During flight control checks, after the pilot checks the controls, the copilot must also physically check the flight controls.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 2-11
<p>When visible moisture is in the vicinity and RAT is 8°C or less, and the dew point is 4°C or less, do not start the engines unless the takeoff can be accomplished within _____ minutes.</p> <p>a. 10 b. 15 c. 20 d. 30</p>	a	TO 1T-1A-1 2-11
<p>Radio masters will be "ON" for engine start.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 2-12
<p>Minimum battery voltage for battery start is _____. Minimum voltage for a Ground Power Unit (GPU) start is _____.</p> <p>a. 16V, 18V b. 20V, 26V c. 22V, 28V d. 24V, 24V</p>	c	TO 1T-1A-1 2-12
<p>If the start button or the starter disengage button does not illuminate when the start button is depressed, abort the start.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 2-12
<p>During engine start, once N2 reaches _____%, bring the throttle out of CUTOFF to IDLE.</p> <p>a. 5 b. 8 c. 10 d. 15</p>	b	TO 1T-1A-1 2-12
<p>During engine start, the Electronic Fuel Control (EFC) light will extinguish by _____%</p>	b	TO 1T-1A-1 2-12

Item	Answer	Ref
N2.		
<ul style="list-style-type: none"> a. 25 b. 27 c. 35 d. 45 		
If abnormal start indications occur, abort the start by	d	TO 1T-1A-1 2-12
<ul style="list-style-type: none"> a. pushing the starter disengage button. b. placing the start select switch to OFF. c. placing the throttle to CUTOFF. d. a & c e. All of the above. 		
If the throttle is placed to cutoff anytime during the start sequence you should	b	TO 1T-1A-1 2-12
<ul style="list-style-type: none"> a. take throttle out of cutoff and continue. b. abort the start. c. push start button and take the throttle out of cutoff. 		
If ITT does not rise within _____ seconds, you should immediately _____ during a start.	b	TO 1T-1A-1 2-12
<ul style="list-style-type: none"> a. 10, press the starter disengage button b. 10, move throttle to CUTOFF c. 15, press the starter disengage button d. 15, move throttle to CUTOFF 		
If there is no N1 rotation during the start, you should move the throttle to CUTOFF and allow the starter to continue for _____ seconds to purge fuel.	b	TO 1T-1A-1 2-12
<ul style="list-style-type: none"> a. 10 b. 15 c. 30 d. 60 		
If starter dropout has not occurred by _____% N2, press the starter disengage button.	c	TO 1T-1A-1 2-13
<ul style="list-style-type: none"> a. 27 b. 38 c. 45 d. 52 		
If starting engines with battery power only, do not start the second engine until the first engine's loadmeter reads below _____ amps.	a	TO 1T-1A-1 2-13
<ul style="list-style-type: none"> a. 150 b. 280 c. 400 d. Do not delay starting the second engine. 		

Item	Answer	Ref
For generator assisted starts on the second engine, the operating engine must be at IDLE.	a	TO 1T-1A-1 2-13
<ul style="list-style-type: none"> a. True. b. False. 		
The stabilizer anti-ice fail annunciator will illuminate in _____ seconds once the anti-ice switch is set to the test position.	b	TO 1T-1A-1 2-13
<ul style="list-style-type: none"> a. 2 b. 3 c. 5 d. 10 		
While accomplishing the horizontal stabilizer de-ice test, if one of the 12 elements is open, the operation lights will remain off for the 1-2 second test.	a	TO 1T-1A-1 2-15
<ul style="list-style-type: none"> a. True. b. False. 		
Do not use the horizontal stabilizer anti-ice on the ground because a squat switch failure could cause damage to the _____.	b	TO 1T-1A-1 2-15
<ul style="list-style-type: none"> a. battery b. horizontal stabilizer c. generators d. All of the above. e. None of the above. 		
While performing pilot and copilot duties, and the aircraft is in motion, have seatbelts adjusted and fastened.	a	TO 1T-1A-1 2-8
<ul style="list-style-type: none"> a. True. b. False. 		
Do not operate engine anti-ice during ground operations (except for preflight test) at temperatures above _____ °C RAT.	b	TO 1T-1A-1 2-18
<ul style="list-style-type: none"> a. 8 b. 10 c. 15 d. 20 		
Engine anti-ice must be on for taxi and takeoff when in visible moisture at _____ °C RAT or colder to prevent inlet icing.	a	TO 1T-1A-1 2-13
<ul style="list-style-type: none"> a. 8 b. 10 c. 15 d. 20 		

Item	Answer	Ref
<p>The throttles should be set at _____ to ensure that the anti-ice valve is open when checking wing and engine anti-ice.</p> <p>a. 60% N1. b. 60% N2. c. 70% N1. d. 70% N2.</p>	d	TO 1T-1A-1 2-17
<p>LH/RH ENG ICE TEMP LO annunciator will extinguish when the engine inlet temperature rises to _____°F.</p> <p>a. 100 b. 120 c. 130 d. 140</p>	b	TO 1T-1A-1 2-18
<p>The wing anti-ice operation light will illuminate when wing temperature reaches _____°F.</p> <p>a. 100 b. 120 c. 130 d. 140</p>	d	TO 1T-1A-1 2-18
<p>When taxiing for takeoff through ice and snow, leave the flaps at _____ until approaching the runway to avoid accumulations of ice being cast off from the tires.</p> <p>a. 0° b. 10° c. 30° d. a or b</p>	a	TO 1T-1A-1 2-17
<p>Taxiing close to another aircraft during ice or snow keeps the snow melted off of the wings.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 2-15
<p>During the anti-skid test, anticipate results of all actions to avoid loss of brakes at a critical time.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 2-17
<p>Do not turn the weather radar on in a congested area.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 2-17
<p>If the weather radar cannot be switched from the "TEST" mode,</p>	d	TO 1T-1A-1 2-17

Item	Answer	Ref
<ul style="list-style-type: none"> a. cycle the battery "OFF" then "ON." b. cycle the right generator switch "OFF" then "ON." c. cycle the left generator switch "OFF" then "ON." d. cycle the right non-essential bus "OFF" then "ON." 		
<p>If operating the VCCS, it should be turned OFF prior to cycling the right non-essential bus.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 2-17
<p>As a minimum, the takeoff crew briefing items should include:</p> <ul style="list-style-type: none"> a. briefing of normal and emergency takeoff and return procedures. b. briefing of ATC cleared departure and setting altimeter altitude preselect as desired for departure. c. checking of altimeter setting. d. All of the above. 	d	TO 1T-1A-1 2-18
<p>For takeoff and landing, do not use windshield heat on _____.</p> <ul style="list-style-type: none"> a. HIGH b. LOW c. OFF d. b or c 	a	TO 1T-1A-1 2-18
<p>On runway lineup, set the power to approximately _____. Check the engines, release brakes and advance power. Prior to _____ knots, set TRT.</p> <ul style="list-style-type: none"> a. 80% N1, 80 b. 80% N2, 80 c. 80% N1, 60 d. 80% N2, 60 	c	TO 1T-1A-1 2-18
<p>During takeoff, initially, apply enough back pressure on the yoke to attain _____° to _____° pitch attitude.</p> <ul style="list-style-type: none"> a. 10, 13 b. 13, 15 c. 10, 15 d. 15, 17 	b	TO 1T-1A-1 2-18
<p>During a crosswind takeoff, as forward speed increases, weathervaning tendencies decrease.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 2-18
<p>During a wake turbulence takeoff, allow a minimum of _____ minutes behind a larger type aircraft. With an effective crosswind of over _____ knots, this interval may be reduced.</p>	a	TO 1T-1A-1 2-19

Item	Answer	Ref
<ul style="list-style-type: none"> a. 2, 5 b. 4, 5 c. 3, 10 d. 4, 10 		
For a wake turbulence takeoff,	b	TO 1T-1A-1 2-19
<ul style="list-style-type: none"> a. allow a minimum of four minutes behind jumbo (heavy) jet aircraft. b. a crosswind over 5 knots may reduce the required interval. c. remain below the flight path of the preceding aircraft. d. the pilot is authorized to reduce required intervals. 		
After the gear is retracted on a normal takeoff, with two engines operating, adjust the pitch to climb at _____ until reaching _____ feet above field elevation.	b	TO 1T-1A-1 2-19
<ul style="list-style-type: none"> a. V_{co}, 400 b. $V_{co} + 10$, 400 c. V_{co}, 1500 d. $V_{co} + 10$, 1500 		
Flaps are retracted after takeoff passing _____ feet above field elevation and a minimum airspeed of _____.	b	TO 1T-1A-1 2-19
<ul style="list-style-type: none"> a. 400, V_{co} b. 400, $V_{co} + 10$ c. 400, $V_{co} + 20$ d. 1500, $V_{co} + 10$ 		
Reduce throttles momentarily below _____ prior to turning on engine or wing anti-ice to avoid exceeding ITT limits.	c	TO 1T-1A-1 2-20
<ul style="list-style-type: none"> a. MCT b. 85% N1 c. 90% N1 d. 90% N2 		
For extended high altitude cruise, the windshield heat should be set at _____.	a	TO 1T-1A-1 2-21
<ul style="list-style-type: none"> a. LOW b. OFF c. HIGH d. a or b 		
Ignition switches should be on _____.	d	TO 1T-1A-1 2-19
<ul style="list-style-type: none"> a. whenever engine anti-ice is on b. when flight is through turbulence and/or visible precipitation c. for all takeoffs, approaches, and landings d. All of the above. 		

Item	Answer	Ref
<p>During the cruise check, a temperature drop of _____°F will reduce the oxygen pressure by _____%.</p> <p>a. 100, 20 b. 75, 20 c. 50, 25 d. 100, 25</p>	a	TO 1T-1A-1 2-21
<p>Starting a descent at FL 200, maximum range descent is flown at _____, enroute descent is flown at _____, and rapid descent is flown at _____.</p> <p>a. 250, 250, 250 b. 250, 310, 330 c. 230, 250, 330 d. 200, 250, 330</p>	c	TO 1T-1A-1 2-21
<p>Maximum range descent is _____.</p> <p>a. idle, clean, 0.70 IMN above 35,900 ft, 230 KIAS below 35,900 ft. b. idle, speed brakes, 0.70 above 32,300 ft, 250 KIAS below 32,300 ft. c. idle, 180 KIAS, speed brakes, gear, 3 degrees nose low d. idle, speed brakes, 0.78 IMN above 24,800 ft, 330 below 24,800 ft.</p>	a	TO 1T-1A-1 2-21
<p>During the descent check, the crew briefing should cover as a minimum:</p> <p>a. destination weather and type of approach. b. how the approach will be flown. c. a & b d. None of the above.</p>	c	TO 1T-1A-1 2-24
<p>During the descent check, the cabin pressure controller should be set at landing field pressure altitude plus _____ feet.</p> <p>a. 100 b. 500 c. 1,000 d. None of the above.</p>	b	TO 1T-1A-1 2-24
<p>The penetration descent profile is only used below 20,000 feet due to</p> <p>a. landing gear limitations. b. lower TAS. c. approach restrictions on the IAP. d. a & b</p>	a	TO 1T-1A-1 2-21
<p>The radio altimeter indicates absolute altitude only and should not be used as the indication of decision height.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 2-24

Item	Answer	Ref
<p>Before entering anticipated icing conditions turn anti-icing systems on and maintain approximately ____ minimum to ensure high enough temperature to provide proper wing and engine anti-ice operation.</p> <p>a. 80% N2 b. 75% N2 c. 70% N2 d. 90% N2</p>	c	TO 1T-1A-1 2-21
<p>When maneuvering at bank angles in excess of 15°, add ____ knots to the appropriate speed for flap configuration. Maintaining this speed will ensure adequate margin above stall for bank angles up to ____.</p> <p>a. 10, 30° b. 15, 35° c. 5, 15° d. 20, 40°</p>	a	TO 1T-1A-1 2-24
<p>Crossfeed must not be used for takeoff, final approach, or landing to prevent a single system failure from causing dual engine flameout.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 2-25
<p>Charted landing distance performance is based on placing the throttles to IDLE at _____ feet AGL.</p> <p>a. 10 b. 30 c. 50 d. 90</p>	c	TO 1T-1A-1 2-26
<p>Maximum fuel imbalance is _____ pounds of fuel if a touch-and-go landing is to be performed.</p> <p>a. 50 b. 100 c. 200 d. 300</p>	b	TO 1T-1A-1 2-25
<p>When the approach and landing will be completed at 0° or 10° flaps, the ____ switch must be place to ACTIVE to prevent nuisance warnings.</p> <p>a. TAC ORIDE b. GPWS FLP ORIDE c. right non-essential bus d. a or b</p>	b	TO 1T-1A-1 2-25
<p>Steep idle power approaches, or approaches requiring late changes in pitch attitude during the landing flare are acceptable in the T-1A due to the stressed landing gear.</p>	b	TO 1T-1A-1 2-26

Item	Answer	Ref
<p>a. True.</p> <p>b. False.</p>		
<p>Use of stabilizer trim for round out in the flare could induce a strong pitch up tendency that would be difficult to control in the event that a go-around is attempted.</p>	a	TO 1T-1A-1 2-26
<p>a. True.</p> <p>b. False.</p>		
<p>In the event of a suspected hard landing,</p>	d	TO 1T-1A-1 2-26
<p>a. make an AFTO Form 781 write up with your gross weight, airspeed, and RA/VS1.</p> <p>b. gear should remain down and terminate the mission.</p> <p>c. if in the pattern, keep gear down and do touch and goes until bingo.</p> <p>d. a & b</p>		
<p>Touchdown will normally be made at approximately Vapp minus ____ KIAS.</p>	c	TO 1T-1A-1 2-26
<p>a. 10</p> <p>b. 8</p> <p>c. 6</p> <p>d. not specified.</p>		
<p>During a missed approach or go around, if remaining in the visual pattern the flaps may be left at _____.</p>	a	TO 1T-1A-1 2-30
<p>a. 10°</p> <p>b. 30°</p> <p>c. Flaps must be raised after each touch and go.</p> <p>d. any flap setting that corresponds with the appropriate airspeed.</p>		
<p>The takeoff trim setting mark is small and can be hard to see under many conditions. Avoid fixating on this guage while resetting trim to maintain aircraft control.</p>	a	TO 1T-1A-1 2-30
<p>a. True.</p> <p>b. False.</p>		
<p>Failure to properly reset the trim can result in _____.</p>	d	TO 1T-1A-1 2-30
<p>a. lower than normal yoke forces</p> <p>b. over-rotation</p> <p>c. higher than normal yoke forces</p> <p>d. All of the above.</p>		
<p>If stopping distance is critical on slippery runways, turn EFCs off to further reduce engine thrust.</p>	a	TO 1T-1A-1 2-26
<p>a. True.</p> <p>b. False.</p>		

Item	Answer	Ref
After approach through icing conditions or landing on a snow or slush covered runway	a	TO 1T-1A-1 2-31
<ul style="list-style-type: none"> a. do not retract flaps beyond 10°. b. leave flaps at 30 degrees if 30° flap approach was flown. c. raise flaps to 0°. d. constantly cycle flaps all the way to the chocks to ensure they do not get ice accumulations. 		
If the parking brake is set from the copilots side	d	TO 1T-1A-1 2-31
<ul style="list-style-type: none"> a. binding could effect normal braking action from the pilot's side at a later time. b. damage could be done to the anti-skid. c. temporary binding in the mixing valve could occur. d. a & c 		
The flight crew shall make entries into the AFTO Form 781 indicating when any flight limits have been exceeded.	a	TO 1T-1A-1 2-31
<ul style="list-style-type: none"> a. True. b. False. 		
Who is responsible for post-flight and pre-flight inspection of the aircraft at outbases during an overnight stay?	c	TO 1T-1A-1 2-34
<ul style="list-style-type: none"> a. Transient alert ground crew at the base. b. Post-flight and pre-flight are only done at the home base. c. The aircrew. d. D.O. at the home base. 		
During the ERO checklist, ensure that the cabin is depressurized and all loose items are secured prior to opening the crew entrance door.	a	TO 1T-1A-1 2-33
<ul style="list-style-type: none"> a. True. b. False. 		
A small amount of fuel may drain from the sniffle valves, but a continuous flow indicates a defective valve.	a	TO 1T-1A-1 2-35
<ul style="list-style-type: none"> a. True. b. False. 		
Airborne minimum control speed was determined using	d	TO 1T-1A-1 3-8
<ul style="list-style-type: none"> a. 5° of bank into the operating engine. b. full rudder deflection. c. rudder boost operating. d. All of the above. e. a & b 		
Airborne minimum control speed (Vmca) is _____.	a	TO 1T-1A-1 3-8

Item	Answer	Ref
<ul style="list-style-type: none"> a. 89 KIAS b. 92 KIAS c. 78 KIAS d. 88 KIAS 		
Ground minimum control speed (V _{mcg}) is _____.	d	TO 1T-1A-1 3-8
<ul style="list-style-type: none"> a. 89 KIAS b. 92 KIAS c. 78 KIAS d. 88 KIAS 		
If an engine is being shutdown, _____.	d	TO 1T-1A-1 3-12
<ul style="list-style-type: none"> a. do not push the ENG FIRE PUSH button if no fire hazard exists. b. keep the boost pump operating to ensure lubrication of the engine driven high pressure pump. c. land as soon as possible. d. All of the above. 		
If the engine is being shutdown with no mechanical difficulty, stabilize ITT at idle thrust for _____.	d	TO 1T-1A-1 3-12
<ul style="list-style-type: none"> a. 15 seconds. b. 45 seconds. c. 30 seconds. d. 1 minute. 		
If the acceleration check fails _____.	c	TO 1T-1A-1 3-8
<ul style="list-style-type: none"> a. continue the takeoff b. make a write-up in the AFTO Form 781 after the mission c. the takeoff should be aborted d. a & b 		
If any system emergency affecting safety of flight is experienced prior to S1 speed, the takeoff should be aborted.	a	TO 1T-1A-1 3-8
<ul style="list-style-type: none"> a. True. b. False. 		
If an emergency is experienced at or after S1 speed, _____.	a	TO 1T-1A-1 3-8
<ul style="list-style-type: none"> a. the takeoff should be continued b. abort if below V_{mb} c. abort if 3000 feet is remaining d. b or c 		
During a high speed abort, the MA-1A barrier will always stop the T-1A below 100 KIAS.	b	TO 1T-1A-1 3-8

Item	Answer	Ref
<p>a. True.</p> <p>b. False.</p> <p>Which statement(s) are true?</p> <p>a. Taxi over cables lying on the runway is acceptable for slow speeds (less than 15 knots).</p> <p>b. Landing should be accomplished beyond arresting cables.</p> <p>c. Landing should be accomplished before arresting cables.</p> <p>d. a & b</p>	d	TO 1T-1A-1 3-8
<p>If engine shutdown or failure occurs at high altitude and maximum range is necessary, establish enroute climb configuration (170 KIAS).</p> <p>a. True.</p> <p>b. False.</p>	a	TO 1T-1A-1 3-12
<p>The base of the emergency escape hatch is 4.5 feet above the ground with the landing gear extended, use caution when using this exit.</p> <p>a. True.</p> <p>b. False.</p>	a	TO 1T-1A-1 3-4
<p>With dual Remote Tuning Unit (RTU) failure, how can VHF guard (121.5) be tuned?</p> <p>a. It is not possible.</p> <p>b. Use the CDU.</p> <p>c. Pulling and resetting the VHF circuit breaker.</p> <p>d. Use RTU disable function.</p>	c	TO 1T-1A-1 3-36
<p>If UHF guard mode was on when dual RTU failure occurred, guard reception is still available.</p> <p>a. True.</p> <p>b. False.</p>	a	TO 1T-1A-1 3-36
<p>Pulling and resetting the UHF circuit breaker after dual RTU failure does what?</p> <p>a. Turns off the squelch.</p> <p>b. Returns to the frequency tuned at the time of failure.</p> <p>c. Does nothing.</p> <p>d. a & b</p>	d	TO 1T-1A-1 3-36
<p>NAV auto-tuning is disabled when the RMT TUNE switch is in the DSABL position.</p> <p>a. True.</p> <p>b. False.</p>	a	TO 1T-1A-1 3-36
<p>What are the symptoms of flight director failure?</p>	d	TO 1T-1A-1 3-37

Item	Answer	Ref
<ul style="list-style-type: none"> a. Departure from the intended flight path. b. Failure to follow NAV, LOC, or GS commands. c. Attitude deviations exceeding designed limits. d. All of the above. 		
How will you know if you have an Air Data Computer (ADC) failure?	d	TO 1T-1A-1 3-36
<ul style="list-style-type: none"> a. Boxed ADC on the altitude and MACH/speed indicators. b. Flight director vertical modes inoperative. c. Audible warning "ADC failure". d. a & b 		
Indications of an engine fire include _____.	d	TO 1T-1A-1 3-4
<ul style="list-style-type: none"> a. smoke and/or flames b. high ITT c. fluctuating or high fuel flow d. All of the above. 		
Anti-skid protection is available when using the emergency braking system.	b	TO 1T-1A-1 3-4
<ul style="list-style-type: none"> a. True. b. False. 		
The primary indication of an engine fire is illumination of the Bottle Armed Switch.	b	TO 1T-1A-1 3-4
<ul style="list-style-type: none"> a. True. b. False. 		
The emergency brake cylinder provides pressure for at least _____ brake applications.	c	TO 1T-1A-1 3-4
<ul style="list-style-type: none"> a. 2 b. 5 c. 7 d. 9 		
The most likely cause of nose wheel steering loss is due to	c	TO 1T-1A-1 3-4
<ul style="list-style-type: none"> a. a loss of hydraulic pressure. b. a flat tire. c. the torque link safety pin not being installed. d. brake failure. 		
If the gear is retracted with a blown tire, possible damage to the wheel well area could occur.	a	TO 1T-1A-1 3-8
<ul style="list-style-type: none"> a. True. b. False. 		
If continued flight is not possible after an engine failure during takeoff, extend the gear, lower flaps to 30°, and maintain a minimum of _____.	d	TO 1T-1A-1 3-9

Item	Answer	Ref
<ul style="list-style-type: none"> a. critical engine failure speed b. rotation speed c. minimum airborne speed d. climb out speed 		
<p>If a tire failure occurs after S1, _____.</p>	d	TO 1T-1A-1 3-8
<ul style="list-style-type: none"> a. retract the gear and burn down fuel b. do not retract the gear and burn down fuel c. do not change the flap configuration d. b & c 		
<p>Securing an engine after a failure/fire on takeoff should not be accomplished prior to _____.</p>	d	TO 1T-1A-1 3-9
<ul style="list-style-type: none"> a. 400 ft AGL b. 1500 ft AGL c. clear of obstructions d. a & c e. b & c 		
<p>If an engine fire occurs immediately after takeoff when using the ECS OFF procedure, the bleed air selector may be turned to NORM at any time.</p>	b	TO 1T-1A-1 3-9
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Do not attempt to restart an engine that has been shut down due to obvious mechanical difficulties.</p>	a	TO 1T-1A-1 3-12
<ul style="list-style-type: none"> a. True. b. False. 		
<p>If a spin is entered:</p>	b	TO 1T-1A-1 3-22
<ul style="list-style-type: none"> a. simultaneously add full power, apply full rudder opposite spin direction, forward elevator control and neutral roll control. b. simultaneously reduce power to idle, apply full rudder opposite spin direction, forward elevator control and neutral roll control. c. simultaneously reduce power to idle, apply full rudder pro spin direction, forward elevator control and neutral roll control. d. simultaneously reduce power to idle, apply full rudder opposite spin direction, aft elevator control and neutral roll control. 		
<p>During a starter assisted airstart, a relight should normally be obtained within _____ second(s) after the throttle is moved to idle.</p>	c	TO 1T-1A-1 3-14
<ul style="list-style-type: none"> a. 1 b. 5 c. 10 		

Item	Answer	Ref
d. 15		
During a windmilling airstart, should the temperature rise indicate a hot start, place the throttle to CUTOFF and windmill the engine for ____ seconds before attempting another start.	c	TO 1T-1A-1 3-14
a. 10		
b. 15		
c. 30		
d. 60		
Failure of jet engines are generally the result of improper fuel scheduling caused by a malfunction of the fuel control system or incorrect operating techniques during critical flight conditions.	a	TO 1T-1A-1 3-11
a. True.		
b. False.		
What is the absolute maximum altitude for any airstart (windmill or starter assisted) without JP-4 fuel?	c	TO 1T-1A-1 3-13
a. FL250		
b. FL300		
c. FL350		
d. FL410		
The autopilot is not capable of controlling the aircraft in the event of an engine failure.	b	TO 1T-1A-1 3-11
a. True.		
b. False.		
Rudder boost is provided by the rudder servo of the autopilot.	a	TO 1T-1A-1 3-12
a. True.		
b. False.		
How many knots above Vapp should you fly final on a single engine autopilot coupled approach?	b	TO 1T-1A-1 3-12
a. 0		
b. 5		
c. 10		
d. 15		
When the engine fire push annunciator extinguishes after a fire warning, test operation of the fire detection system.	a	TO 1T-1A-1 3-11
a. True.		
b. False.		
What is an indication of engine failure due to a failed turbine rotor shaft?	c	TO 1T-1A-1 3-11

Item	Answer	Ref
<ul style="list-style-type: none"> a. Smoke in the cockpit. b. > 96% N2. c. A loud report. d. > 104% N1. 		
<p>The yaw damper is disabled when the rudder boost is activated.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 3-12
<p>Who normally actuates the switches during engine shutdown due to an engine fire?</p> <ul style="list-style-type: none"> a. Pilot flying (PF) b. Pilot not flying (PNF) c. jump d. always the instructor pilot 	b	TO 1T-1A-1 3-11
<p>What is the correct procedure for an Engine Fire During Flight if the fire warning system fails after the throttle is placed to idle?</p> <ul style="list-style-type: none"> a. Check the circuit breakers. b. Check master test system. c. Do nothing. d. Proceed with the checklist and engine shutdown. 	d	TO 1T-1A-1 3-11
<p>In the event of an electrical fire, if the cause cannot be determined and an immediate landing is not feasible, _____.</p> <ul style="list-style-type: none"> a. turn the battery off. b. turn the generators off. c. turn the master switches to emergency and the battery off. d. a & b 	c	TO 1T-1A-1 3-18
<p>During an electrical fire, electrical power should be shut off before any other actions are taken.</p> <ul style="list-style-type: none"> a. True. b. False. 	b	TO 1T-1A-1 3-18
<p>When both generator master switches are placed to EMER and the battery selected OFF, all electrical power except _____ is lost.</p> <ul style="list-style-type: none"> a. DC standby power b. AC power c. All power is lost. d. Master generator switches to EMER does not change power. 	a	TO 1T-1A-1 3-18
<p>If a fire develops in the wing _____.</p> <ul style="list-style-type: none"> a. turn off navigation and anti-collision lights 	e	TO 1T-1A-1 3-20

Item	Answer	Ref
<ul style="list-style-type: none"> b. depressurize hydraulics with hydraulic pressure relief switch c. shut off wing anti-ice d. side slip the aircraft to keep fire away from fuselage if necessary e. All of the above. 		
<p>If smoke or fumes are emanating from the air-conditioning vents, select L ENG or R ENG in an attempt to isolate the source. Bleed air source selector must remain in each position approximately _____ seconds to allow adequate purging.</p> <ul style="list-style-type: none"> a. 10 b. 15 c. 20 d. 30 	c	TO 1T-1A-1 3-19
<p>With oil pressure below _____ execute engine shutdown.</p> <ul style="list-style-type: none"> a. 60 psi. b. 40 psi. c. 30 psi. d. 83 psi. 	b	TO 1T-1A-1 3-14
<p>If high oil temperature is experienced _____.</p> <ul style="list-style-type: none"> a. shutdown the affected engine b. reduce power on the affected engine c. turn off affected engine EFC d. increase affected engine throttle within N1 limits 	d	TO 1T-1A-1 3-14
<p>While trying to eliminate smoke or fumes from inside the aircraft, turning the manual pressure controller fully counterclockwise will decrease the cabin pressure to the absolute pressure regulator setting of _____ feet.</p> <ul style="list-style-type: none"> a. 10,000 ± 1,000 b. 10,000 ± 1,500 c. 9,500 ± 500 d. 12,500 ± 1,500 	d	TO 1T-1A-1 3-19
<p>Under high temperature, low altitude, high throttle setting conditions, engine oil temperature may exceed _____ when the throttles are reduced due to a reduction in cooling fuel through the fuel/oil heat exchanger. However _____ should not be exceeded and _____ should not be exceeded for more than _____ minutes.</p> <ul style="list-style-type: none"> a. 115°C, 121°C, 115°C, 15 b. 121°C, 135°C, 121°C, 15 c. 121°C, 131°C, 115°C, 15 d. 121°C, 135°C, 121°C, 5 	b	TO 1T-1A-1 3-14
<p>If you have an EFC failure</p> <ul style="list-style-type: none"> a. engine spool-up time on the affected engine will be increased so you should turn off the other EFC to match the throttles. 	c	TO 1T-1A-1 3-15

Item	Answer	Ref
<ul style="list-style-type: none"> b. similar throttle angles will yield similar thrust settings. c. matching the throttles using the engine with the EFC off may cause overboosting of the other engine. d. attempt to reset the EFC with the throttle in any position. 		
<p>If the fuel filter bypass annunciator is illuminated, the bypass filter is purifying the fuel to the engine.</p> <ul style="list-style-type: none"> a. True. b. False. 	b	TO 1T-1A-1 3-14
<p>Left or right fuel level low annunciator illumination indicates _____.</p> <ul style="list-style-type: none"> a. approximately 32 gal. of usable fuel remain in the affected wing tank b. 75 pounds of fuel remaining in the affected wing tank c. imminent engine flameout on the affected side d. b & c 	a	TO 1T-1A-1 3-16
<p>Left or right fuel feed annunciator illumination indicates _____.</p> <ul style="list-style-type: none"> a. 15 pounds of fuel remaining in the affected wing b. 11 gal. of fuel remaining in the collector tanks on that side c. 13.5 pounds of fuel remaining in the collector tanks on that side d. 15 gallons of fuel remaining in the affected wing 	b	TO 1T-1A-1 3-16
<p>Left or right fuel level low annunciator illumination indicates that approximately _____ gallons of fuel is remaining in the respective tank.</p> <ul style="list-style-type: none"> a. 15 b. 32 c. 250 d. 325 	b	TO 1T-1A-1 3-16
<p>When fuel level in the collector tanks drops below _____ gallons, the L or R FUEL FEED annunciator illuminates.</p> <ul style="list-style-type: none"> a. 5 b. 10.5 c. 11 d. 22.5 	c	TO 1T-1A-1 3-16
<p>Autopilot engagement is not possible with the pitch trim selector in the EMER position.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 3-20
<p>If the rudder is jammed out of neutral position, the nosewheel will be cocked on landing. To maintain directional control _____.</p> <ul style="list-style-type: none"> a. move the CG forward to aid in lowering the nose 	d	TO 1T-1A-1 3-20

Item	Answer	Ref
<ul style="list-style-type: none"> b. move the CG aft to keep the nose off of the runway c. use nosewheel steering and differential braking to stay on the runway d. b & c 		
<p>When the trim interrupt switch is engaged, _____.</p>	b	TO 1T-1A-1 3-19
<ul style="list-style-type: none"> a. all trim systems are interrupted b. the autopilot and yaw damper are disengaged c. if extended, the speedbrakes retract d. All of the above. 		
<p>Once a trim malfunction is isolated, aircrew members may use the affected system.</p>	b	TO 1T-1A-1 3-19
<ul style="list-style-type: none"> a. True. b. False. 		
<p>If the stabilizer is jammed in the aircraft nose down position _____.</p>	b	TO 1T-1A-1 3-20
<ul style="list-style-type: none"> a. elevator control forces may be reduced by moving the center of gravity forward b. follow the no-flap approach/landing procedures c. slower speed will increase elevator control forces d. All of the above. 		
<p>With a jammed spoiler, fly a straight-in approach with airspeed at _____. Landing distance will increase by approximately _____%.</p>	b	TO 1T-1A-1 3-20
<ul style="list-style-type: none"> a. Vref, 20 b. Vref + 10 KIAS, 20 c. Vref + 20 KIAS, 35 d. Vref + 10 KIAS, 10 		
<p>For recovery with a jammed rudder, use normal landing procedures and land on a runway most nearly aligned with the wind.</p>	a	TO 1T-1A-1 3-20
<ul style="list-style-type: none"> a. True. b. False. 		
<p>With a jammed elevator, use pitch trim for longitudinal control, fly a flat approach with flaps set to _____°.</p>	c	TO 1T-1A-1 3-21
<ul style="list-style-type: none"> a. 0 b. 10 c. 30 		
<p>In the event of a flap system malfunction, the circuit breaker placarded FLAP, located on the aft circuit breaker panel, should be pulled.</p>	a	TO 1T-1A-1 3-21
<ul style="list-style-type: none"> a. True. b. False. 		

Item	Answer	Ref
When landing with a flap system malfunction, landing distance will increase approximately <ul style="list-style-type: none"> a. 35% for a Vref + 20 KIAS approach. b. 20% for a Vref + 10 KIAS approach. c. 50% for a Vref + 20 KIAS approach. d. a & b e. None of the above. 	d	TO 1T-1A-1 3-21
If an asymmetric flap situation cannot be corrected, land from a straight-in approach. <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 3-21
Uncommanded roll and yaw as flaps extend or retract accompanied by an illuminated FLAP ASYM annunciator would indicate an aft flap asymmetry. <ul style="list-style-type: none"> a. True. b. False. 	b	TO 1T-1A-1 3-21
If the speed brakes fail in the extended position, do not extend flaps beyond 10°. <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 3-21
If the speed brakes fail to retract, level flight stall speed will increase _____ knots and landing distance will increase approximately _____%. <ul style="list-style-type: none"> a. 10, 20 b. 5, 20 c. 10, 35 d. 5, 35 	b	TO 1T-1A-1 3-22
Air entering the cabin for pressurization during air conditioning emergency operation may still be hot until the aircraft descends below 20,000 feet and the bleed air selector has been turned off. <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 3-23
In the event of a bleed air duct failure, it may be possible to detect the failed side. The side with the leak should show slightly higher ITT and N2 indications, and lower N1. <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1 3-24
If the AIR COND FAIL annunciator illuminates, the system will switch from normal to emergency pressure mode automatically. <ul style="list-style-type: none"> a. True. 	a	TO 1T-1A-1 3-22

Item	Answer	Ref
b. False.		
With vacuum source failure, automatic and manual pressurization control will be inoperative, and cabin pressure will go to _____ psi.	b	TO 1T-1A-1 3-23
<ul style="list-style-type: none"> a. 0 b. 9.1 c. 10.1 d. 6.5 		
During an emergency descent, you can always accelerate to 0.78 MACH or 330 KIAS whichever is slower.	b	TO 1T-1A-1 3-24
<ul style="list-style-type: none"> a. True. b. False. 		
To execute an emergency descent:	d	TO 1T-1A-1 3-24
<ul style="list-style-type: none"> a. you may use up to 45° of bank to aid in lowering the nose. b. lower the nose to approximately 20°. c. accelerate to 330 KIAS or .78 MACH whichever is slower. d. All of the above. 		
The emergency descent procedures are intended to be used for a sustained descent.	a	TO 1T-1A-1 3-24
<ul style="list-style-type: none"> a. True. b. False. 		
During a controllability check, the aircraft speed should be decreased to a point where full control deflection is required to maintain controlled flight.	b	TO 1T-1A-1 3-22
<ul style="list-style-type: none"> a. True. b. False. 		
Do not attempt an actual single engine go-around after selecting flaps to 30°.	a	TO 1T-1A-1 3-26
<ul style="list-style-type: none"> a. True. b. False. 		
To execute a forced landing with no power _____.	d	TO 1T-1A-1 3-29
<ul style="list-style-type: none"> a. arrive at high key approximately 4000 ft AGL over the intended landing area b. arrive at low key approximately 2000 ft AGL abeam landing area c. gear should be lowered at high key or delayed if altitude is low to make low key on altitude d. All of the above. 		
No-flap approach should be flown at Vref + 20 KIAS, landing distance will increase approximately _____.	c	TO 1T-1A-1 3-33

Item	Answer	Ref
<ul style="list-style-type: none"> a. 10% b. 20% c. 35% d. 90% 		
<p>When accomplishing a side window landing, landing distance will increase approximately _____ .</p>	c	TO 1T-1A-1 3-32
<ul style="list-style-type: none"> a. 5% b. 10% c. 20% d. 35% 		
<p>If the landing gear cannot be extended, secure all loose equipment and make a normal approach with a 10° flap setting.</p>	b	TO 1T-1A-1 3-34
<ul style="list-style-type: none"> a. True. b. False. 		
<p>After performing the emergency gear extension _____.</p>	d	TO 1T-1A-1 3-34
<ul style="list-style-type: none"> a. do not recycle the gear handle b. the nitrogen system must be serviced before the next flight c. the hydraulic system must be serviced before the next flight d. All of the above. 		
<p>Prior to contacting the water during a ditching maneuver, all crew members except the pilot should unstrap in order to provide the quickest escape.</p>	b	TO 1T-1A-1 3-32
<ul style="list-style-type: none"> a. True. b. False. 		
<p>After a ditching, primary egress is through the escape hatch.</p>	a	TO 1T-1A-1 3-32
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Which of the following is true regarding ditching?</p>	d	TO 1T-1A-1 3-26
<ul style="list-style-type: none"> a. If possible ditching should be made while power is still available on both engines. b. Ditch parallel or near to the crest of a swell unless the crosswind is > 20 knots. c. If strong winds are evident ditch heading should be more into the wind and slightly across swell. d. All of the above. e. b & c 		
<p>If the ANTI SKID FAIL annunciator is illuminated _____.</p>	c	TO 1T-1A-1 3-35
<ul style="list-style-type: none"> a. Normal braking is NOT available 		

Item	Answer	Ref
<ul style="list-style-type: none"> b. Anti-skid protection may still be available in the ANTI SKID position c. position the ANTI SKID switch to off d. a & b 		
<p>When landing with a flat tire on one main gear, land on the side of the runway corresponding to the bad tire.</p>	b	TO 1T-1A-1 3-35
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Illumination of the avionics blower fail annunciator may indicate _____.</p>	d	TO 1T-1A-1 3-36
<ul style="list-style-type: none"> a. an overheat condition in the avionics rack b. loss of air in the avionics duct system c. a malfunction of the blower motor d. Any of the above. 		
<p>Pushing the AV STBY BLO button isolates power to the failed blower system.</p>	b	TO 1T-1A-1 3-37
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Pushing the AV STBY BLO button does not isolate power to the failed blower system. If an overheat condition occurs, it may be necessary to isolate the circuit by pulling the GALLEY circuit breaker.</p>	a	TO 1T-1A-1 3-37
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Electrical loads up to _____ amps are permissible for a single generator operating above 32,500 feet.</p>	a	TO 1T-1A-1 3-16
<ul style="list-style-type: none"> a. 280 b. 400 c. 420 d. 480 		
<p>If cruising below 32,500 feet, the single generator load capacity is _____ amps.</p>	c	TO 1T-1A-1 3-16
<ul style="list-style-type: none"> a. 200 b. 280 c. 400 d. 480 		
<p>When both generator master switches and the battery switch are placed to EMER, _____.</p>	c	TO 1T-1A-1 3-16
<ul style="list-style-type: none"> a. only the standby bus is powered b. only the emergency bus is powered c. both the emergency and standby buses are powered d. no buses are powered 		

Item	Answer	Ref
<p>When both generator master switches and the battery switch are placed in EMER, the engine anti-ice valves will _____.</p> <p>a. open b. close c. remain in the last position set by the engine anti-ice switch</p>	a	TO 1T-1A-1 3-17
<p>During a dual generator failure situation, if the generators fail to reset and flight conditions permit, attempt to reset by turning both generator switches OFF, and reset them one at a time.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 3-16
<p>Illumination of the AC BUS SHED annunciator is advisory only and indicates a combination inverter/load bus malfunction that will result in the loss of flap position indicator and both oil pressure indicators.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 3-17
<p>The INV FAIL annunciator will illuminate if the frequency on the inverter varies by ± _____%.</p> <p>a. 2 b. 4 c. 5 d. 6</p>	b	TO 1T-1A-1 3-17
<p>Which of the following will cause the BATTERY FDR FAIL light on the overhead panel to illuminate?</p> <p>a. Placing the battery switch to OFF. b. Failure of the emergency bus feeder. c. Placing the battery switch to EMER. d. Battery voltage drops below 22 volts.</p>	b	TO 1T-1A-1 3-17
<p>With the BATT CUT-OFF annunciator illuminated the battery _____.</p> <p>a. relay is open b. can still be charged c. switch can only be in the OFF position d. All of the above.</p>	a	TO 1T-1A-1 3-18
<p>After prolonged flight in cold temperature, followed by a rapid descent,</p> <p>a. one or both H PMP PRESS LO annunciators may illuminate momentarily when gear down is selected. b. gear extension time may be slightly increased. c. increasing N2 may assist in hydraulic pressure recovery. d. All of the above.</p>	d	TO 1T-1A-1 3-33

Item	Answer	Ref
During the descent after a prolonged flight in cold temperatures you lower the gear and both H PMP PRESS LO annunciators illuminate momentarily.	c	TO 1T-1A-1 3-33
<ul style="list-style-type: none"> a. This is an indication of impending hydraulic failure. b. This is an indication of low hydraulic fluid levels in the reservoir. c. This is normal. d. None of the above. 		
The following hydraulic powered systems will not be functional when electrical power is lost _____.	d	TO 1T-1A-1 3-17
<ul style="list-style-type: none"> a. flaps b. speed brakes c. anti-skid system d. All of the above. 		
The HYD LEVEL LO annunciator indicates there is less than _____ gallons in the reservoir.	c	TO 1T-1A-1 3-32
<ul style="list-style-type: none"> a. 0.8 b. 0.7 c. 0.6 d. 1.1 		
If one hydraulic pump fails, _____.	a	TO 1T-1A-1 3-33
<ul style="list-style-type: none"> a. all hydraulic systems will operate normally b. anti-skid braking will not be available c. flaps cannot be extended d. speed brakes will not extend 		
The speed brakes will be blown down if they are extended when complete loss of hydraulic pressure occurs.	a	TO 1T-1A-1 3-33
<ul style="list-style-type: none"> a. True. b. False. 		
The flaps will be blown up if they are extended when a complete loss of hydraulic pressure occurs.	b	TO 1T-1A-1 3-33
<ul style="list-style-type: none"> a. True. b. False. 		
If the engine anti-ice system has failed, avoid further icing conditions.	a	TO 1T-1A-1 3-43
<ul style="list-style-type: none"> a. True. b. False. 		
Flight in visible moisture without pitot heat may result in erratic operation of the airspeed/mach indicator.	a	TO 1T-1A-1 3-43

Item	Answer	Ref
<p>a. True.</p> <p>b. False.</p>		
<p>Turning the wing anti-ice on with significant wing ice accumulation could result in</p> <p>a. ice striking the empennage causing skin damage.</p> <p>b. failure of the wing anti-ice system.</p> <p>c. ice being ingested by the engine.</p> <p>d. discoloration of the wing leading edge.</p>	c	TO 1T-1A-1 3-43
<p>Holding the horizontal stabilizer deice backup switch momentarily to the spring loaded MANUAL position energizes the system for _____.</p> <p>a. 30 seconds</p> <p>b. 1 minute</p> <p>c. 2 minutes</p> <p>d. 45 seconds</p>	a	TO 1T-1A-1 3-43
<p>When using the horizontal stabilizer deice backup switch, activate the system every _____.</p> <p>a. 30 seconds</p> <p>b. 2 minutes</p> <p>c. 45 seconds</p> <p>d. 3 minutes</p>	b	TO 1T-1A-1 3-43
<p>If the DOOR UNLOCK annunciator illuminates in flight, the jump seat may check the security of the cabin door as long as he/she stays strapped in.</p> <p>a. True.</p> <p>b. False.</p>	b	TO 1T-1A-1 3-43
<p>The DOOR UNLOCK annunciator indicates that</p> <p>a. the cabin door pins are not fully seated.</p> <p>b. the aft fuselage door is not fully closed.</p> <p>c. the left nose service panel is not fully closed.</p> <p>d. Any of the above.</p> <p>e. a or b</p>	e	TO 1T-1A-1 3-43
<p>The CABIN PRESSURE LO warning annunciator will illuminate when the</p> <p>a. aircraft altitude exceeds 10,000 ± 500 feet.</p> <p>b. cabin altitude exceeds 9,500 ± 500 feet.</p> <p>c. cabin pressure exceeds 9.1 psi.</p> <p>d. cabin pressure exceed 9.1 ± 0.1 psi.</p>	b	TO 1T-1A-1 3-44
<p>The R FUEL PRESS LO annunciator will illuminate when the right engine fuel pressure is _____.</p> <p>a. above 3.5 ± 0.5 psi.</p>	d	TO 1T-1A-1 3-45

Item	Answer	Ref
<ul style="list-style-type: none"> b. above 5.0 ± 0.5 psi. c. below 3.5 ± 0.5 psi. d. below 5.0 ± 0.5 psi. 		
<p>The AIR COND FAIL annunciator will illuminate when the air conditioning system _____.</p>	e	TO 1T-1A-1 3-44
<ul style="list-style-type: none"> a. temperature exceeds 300°F b. temperature exceeds 400°F c. pressure exceeds 53 psi. d. pressure exceeds 90 psi. e. b or c 		
<p>The crew member occupying the jump seat will actuate controls on the shroud or instrument panel only if he/she is an instructor pilot.</p>	b	TO 1T-1A-1 4-1
<ul style="list-style-type: none"> a. True. b. False. 		
<p>The _____ is ultimately responsible for ensuring that crew actions result in safe, successful mission accomplishment.</p>	d	TO 1T-1A-1 4-1
<ul style="list-style-type: none"> a. pilot flying b. pilot not flying c. instructor pilot d. aircraft commander 		
<p>If only two pilots are onboard, crew members will exchange seats only when the autopilot is engaged.</p>	b	TO 1T-1A-1 4-2
<ul style="list-style-type: none"> a. True. b. False. 		
<p>The jump seat pilot should monitor level off altitudes and is as responsible as the pilot and copilot.</p>	a	TO 1T-1A-1 4-2
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Only the pilot and copilot need to monitor UHF and VHF frequencies during descent when three crew members are aboard the aircraft.</p>	b	TO 1T-1A-1 4-2
<ul style="list-style-type: none"> a. True. b. False. 		
<p>In the case of exceeding an aircraft limitation, you must annotate the _____ in the AFTO Form 781.</p>	c	TO 1T-1A-1 5-1
<ul style="list-style-type: none"> a. time interval of the excessive limitations b. instrument reading of the limitation c. a & b 		

Item	Answer	Ref
d. No write-up required.		
Maximum allowable airspeed pointer on the standby airspeed indicator indicates _____.	b	TO 1T-1A-1 5-3
<ul style="list-style-type: none"> a. 330 KIAS at all times b. adjusts with altitude c. Is not reliable. d. All of the above 		
Maximum allowable airspeed pointer on the MACH/AIRSPEED speed indicator will flash when	c	TO 1T-1A-1 5-3
<ul style="list-style-type: none"> a. .78 MACH is exceeded. b. 330 KIAS is exceeded. c. a or b d. None of the above. 		
Takeoff rated thrust may be used for_____.	c	TO 1T-1A-1 5-6
<ul style="list-style-type: none"> a. 3 minutes at TRT setting. b. 3 minutes starting when the throttle is first advanced to TRT. c. 5 minutes starting when the throttle is first advanced to TRT. d. any length of time. 		
Normal oil pressure is _____ to _____ psi at _____ speeds above _____%.	d	TO 1T-1A-1 5-6
<ul style="list-style-type: none"> a. 60, 83, N1, 52 b. 60, 83, N2, 52 c. 83, 95, N1, 60 d. 60, 83, N2, 60 		
Normal hydraulic pressure is _____.	d	TO 1T-1A-1 5-5
<ul style="list-style-type: none"> a. 1600 to 1850 psi. b. 1350 to 1500 psi. c. 1300 to 1550 psi. d. 1350 to 1550 psi. 		
Under cold starting conditions, oil pressure between _____ and _____ is limited to _____ seconds.	d	TO 1T-1A-1 5-6
<ul style="list-style-type: none"> a. 60, 83, 90 b. 40, 60, 95 c. 83, 90, 95 d. 83, 95, 90 		
ITT during ground starts should not normally exceed _____°C.	a	TO 1T-1A-1 5-6
<ul style="list-style-type: none"> a. 550 b. 580 		

Item	Answer	Ref
<p>c. 680 d. 720</p>		
<p>Do not hesitate to use _____ power setting in lieu of ground impact.</p> <p>a. TRT b. MCT c. CUTOFF d. Full throttle</p>	d	TO 1T-1A-1 5-7
<p>The following are prohibited maneuvers:</p> <p>a. Aerobatic maneuvers b. Takeoff or landing from unprepared surfaces c. Spins d. All of the above.</p>	d	TO 1T-1A-1 5-9
<p>The max airspeed for effective emergency landing gear extension is _____.</p> <p>a. 150 KIAS. b. 165 KIAS. c. 170 KIAS. d. 200 KIAS.</p>	a	TO 1T-1A-1 5-9
<p>Do not operate surface anti-ice systems at ram air temperatures above 8°C.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 5-11
<p>The yaw damper must be disengaged by 200 feet AGL for landings.</p> <p>a. True. b. False.</p>	b	TO 1T-1A-1 5-11
<p>During ground aborts within a given stopping distance, the same amount of heat is generated by the brakes whether the brakes are applied in one steady application or a series of short applications.</p> <p>a. True. b. False.</p>	a	TO 1T-1A-1 5-12
<p>What is applicable if 14.8 million foot pounds of energy are absorbed?</p> <p>a. Brake damage may occur. b. Brake failure may occur. c. Do not attempt a takeoff or landing that will exceed maximum brake energy limit. d. All of the above.</p>	d	TO 1T-1A-1 5-12
<p>When _____ million foot pounds of brake energy are absorbed, thermal fused screws may release resulting in flat tires.</p>	a	TO 1T-1A-1 5-12

Item	Answer	Ref
<ul style="list-style-type: none"> a. 8.1 b. 8.8 c. 14.2 d. 14.8 		
<p>What should you do if braking effort puts you in the yellow caution range on the brake energy limits chart?</p>	d	TO 1T-1A-1 5-13
<ul style="list-style-type: none"> a. This should be regarded as hot brakes. b. Park the aircraft. c. Shut down engines. d. All of the above. e. None of the above. 		
<p>What must you do if you suspect overheated brakes?</p>	d	TO 1T-1A-1 5-13
<ul style="list-style-type: none"> a. Stop straight ahead on active runway, do not taxi clear as this may cause tires to blow during turns. b. Park the aircraft in a non-congested area. c. Do not approach the hot brakes for 30 minutes. d. b & c 		
<p>Allowable asymmetric fuel conditions are:</p>	e	TO 1T-1A-1 5-11
<ul style="list-style-type: none"> a. 200 pound imbalance between wings for takeoff. b. 300 pound imbalance for all phases of flight except takeoffs. c. 100 pound imbalance between wings for takeoff and touch & goes. d. a & b e. b & c 		
<p>For practice approach to stalls what power setting should be used to recover?</p>	b	TO 1T-1A-1 6-6
<ul style="list-style-type: none"> a. TRT b. MCT c. Max power d. As required. 		
<p>During stall recoveries, fly the aircraft _____.</p>	d	TO 1T-1A-1 6-7
<ul style="list-style-type: none"> a. at 0.6 AOA to minimize altitude loss b. just prior to the stick shaker c. at approximately 0.8 to 0.85 AOA to minimize altitude loss d. b & c 		
<p>Intentional spins in the aircraft are prohibited.</p>	a	TO 1T-1A-1 6-7
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Flight into thunderstorm activity or known severe turbulence is not recommended and</p>	a	TO 1T-1A-1 7-3

Item	Answer	Ref
should be avoided if at all possible.		
<ul style="list-style-type: none"> a. True. b. False. 		
A target speed of _____ will provide adequate attitude control when penetrating turbulent air.	b	TO 1T-1A-1 7-3
<ul style="list-style-type: none"> a. 220 KIAS or .60 Mach, whichever is less b. 200 KIAS or .58 Mach, whichever is less c. 250 KIAS or .64 Mach, whichever is less d. Any of the above. 		
During flight in turbulence, allow altitude to vary within reasonable bounds and do not chase the altimeter.	a	TO 1T-1A-1 7-3
<ul style="list-style-type: none"> a. True. b. False. 		
If a thunderstorm cannot be avoided, it is acceptable to use trim to control pitch attitude.	b	TO 1T-1A-1 7-4
<ul style="list-style-type: none"> a. True. b. False. 		
To reduce vision deterioration from lightning, the white flight deck lights should be set to maximum prior to thunderstorm penetration.	a	TO 1T-1A-1 7-4
<ul style="list-style-type: none"> a. True. b. False. 		
Prior to making an initial aircraft inspection following a suspected lightning strike, ensure the aircraft is properly grounded.	a	TO 1T-1A-1 7-4
<ul style="list-style-type: none"> a. True. b. False. 		
Severe windshear produces airspeed changes greater than _____ and vertical speed changes greater than _____.	c	TO 1T-1A-1 7-4
<ul style="list-style-type: none"> a. 30 kts; 1,000 fpm b. 50 kts; 1,500 fpm c. 15 kts; 500 fpm d. None of the above. 		
If acceptable takeoff performance can only be achieved by selecting 0° flap and/or ACM off, takeoff in the presence of potential windshear is not recommended.	a	TO 1T-1A-1 7-5
<ul style="list-style-type: none"> a. True. b. False. 		

Item	Answer	Ref
As a precaution against possible windshear on final, you may elect to fly a _____ flap approach and landing if stopping distance is not critical. Fly the approach up to _____ knots fast.	d	TO 1T-1A-1 7-5
<ul style="list-style-type: none"> a. 30°; 10 b. 0°; 20 c. 10°; 20 d. 10°; 10 		
During windshear recovery, the best pitch attitude is one which will nibble in and out of the stick shaker	a	TO 1T-1A-1 7-5
<ul style="list-style-type: none"> a. True. b. False. 		
Accumulations of ½ inch of ice can add _____ pounds or more to the aircraft gross weight.	c	TO 1T-1A-1 7-7
<ul style="list-style-type: none"> a. 1,000 b. 750 c. 500 d. None. 		
After landing on a snow or slush covered runway, do not retract the flaps beyond _____.	b	TO 1T-1A-1 7-8
<ul style="list-style-type: none"> a. 30° b. 10° c. a or b 		
After checking flight controls during cold weather operations, the speed brakes may not fully retract due to lack of airflow across the wing surfaces.	a	TO 1T-1A-1 7-9
<ul style="list-style-type: none"> a. True. b. False. 		
The weather radar system will always detect volcanic dust.	b	TO 1T-1A-1 7-12
<ul style="list-style-type: none"> a. True. b. False. 		
Take-off rated thrust is the maximum allowable thrust (determined by %N1) and varies with _____.	d	TO 1T-1A-1-1 A2-1
<ul style="list-style-type: none"> a. pressure altitude b. ram air temperature c. engine bleed d. All of the above. 		
An RCR of 12 equates to the ICAO report of _____.	b	TO 1T-1A-1-1 A3-2

Item	Answer	Ref
<ul style="list-style-type: none"> a. good b. medium c. poor d. None of the above. 		
<p>Vmcg is _____ KIAS, and is the speed which (with one engine failed) will allow directional control without deviating more than _____ feet laterally.</p> <ul style="list-style-type: none"> a. 88, 25 b. 89, 50 c. 88, 50 d. 89, 25 	a	TO 1T-1A-1-1 A3-3
<p>Under most operating conditions, take-off with flaps set to 10° will yield the shortest CFL and the lowest V_{ce}f or V_{re}f except at _____ where a 0° flap take-off may provide the required rate-of-climb for take-off.</p> <ul style="list-style-type: none"> a. higher take-off weights b. high pressure altitude c. high outside air temperatures d. All of the above. 	d	TO 1T-1A-1-1 A3-5
<p>Benefits of headwinds are normally accepted as an increased margin of safety and not accounted for in take-off planning.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1-1 A3-5
<p>The climbout charts are based on landing gear retraction being initiated no later than reaching _____ ft.</p> <ul style="list-style-type: none"> a. 35 b. 40 c. 50 d. None of the above. 	c	TO 1T-1A-1-1 A3-9
<p>For single-engine climb, at 400 feet AGL, level off and accelerate to the final segment climb speed while maintaining take-off thrust setting.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1-1 A3-9
<p>Additional delays in gear retraction past 50 feet will result in an increase in the take-off flight path distance and may adversely affect obstacle clearance capability.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	TO 1T-1A-1-1 A3-9
<p>Reduced N1 take-off with engine anti-ice on is not approved.</p> <ul style="list-style-type: none"> a. True. 	a	TO 1T-1A-1-1 A3-5

Item	Answer	Ref
b. False.		
Reduced N1 takeoff with ACM off is not approved.	a	TO 1T-1A-1-1 A3-5
a. True.		
b. False.		
An ACM "OFF" and anti-ice "ON" take-off is an approved combination.	b	TO 1T-1A-1-1 A3-14
a. True.		
b. False.		
S1 is equal to or greater than the higher of either _____, but not greater than the lowest of _____.	c	TO 1T-1A-1-1 A3-3
a. Vmcg or Vrot; Vcef, Vref, or Vmb		
b. Vmcg or Vref; Vcef, Vrot, or Vmb		
c. Vmcg or Vcef; Vrot, Vref, or Vmb		
d. Vcef or Vrot; Vmcg, Vref, or Vmb		
The rate climb schedule and range climb schedule respectively are:	a	TO 1T-1A-1-1 A4-1
a. 220 KIAS until .6M then hold .6; 250 KIAS until .64M then hold .64.		
b. 250 KIAS until .64M then hold .64; 220 KIAS until .6M then hold .6.		
c. Neither of the above.		
The results shown in the climb charts can only be achieved if	c	TO 1T-1A-1-1 A4-2
a. best climb angle is maintained.		
b. L/Dmax AOA is maintained.		
c. speed is maintained within 5 Knots or .01 M.		
d. All of the above.		
Best Endurance AOA is _____.	b	TO 1T-1A-1-1 A5-2
a. .2 AOA units		
b. .35 AOA units		
c. .18 AOA units		
d. .6 AOA units		
Maximum Range AOA is _____.	c	TO 1T-1A-1-1 A5-2
a. .2 AOA units		
b. .35 AOA units		
c. .18 AOA units		
d. .6 AOA units		
Use of anti-ice will decrease range by	c	TO 1T-1A-1-1 A5-2
a. 3% with engine anti-ice on.		
b. 5% with all anti-ice on.		

Item	Answer	Ref
<ul style="list-style-type: none"> c. All of the above. d. None of the above. 		
<p>If all anti-ice is activated, endurance will be decreased by _____.</p>	b	TO 1T-1A-1-1 A6-2
<ul style="list-style-type: none"> a. 5%. b. 9%. c. 15%. d. Only marginally, no number associated in the charts. 		
<p>When descending with anti-ice on, which of the following apply?</p>	d	TO 1T-1A-1-1 A7-2
<ul style="list-style-type: none"> a. Time and distance may be 50% more than the charts. b. Fuel burned may be 350% more than the charts. c. Maintain approximately 70% N2 when descending. d. All of the above. 		
<p>Reference speed (Vref) is _____.</p>	b	TO 1T-1A-1-1 A8-1
<ul style="list-style-type: none"> a. 10° flap threshold speed. b. 30° flap approach speed. c. threshold speed for the approach being flown. 		
<p>Ground roll distances presented in the landing distance charts are predicated upon deployment of the speed brakes once a three point attitude is obtained.</p>	b	TO 1T-1A-1-1 A8-3
<ul style="list-style-type: none"> a. True. b. False. 		
<p>When runway braking is reported as poor, this equates to an RCR of _____.</p>	a	TO 1T-1A-1-1 A8-2
<ul style="list-style-type: none"> a. 5 b. 10 c. 12 d. 23 		
<p>During gusty winds, increase threshold speed and touchdown speed by</p>	c	TO 1T-1A-1-1 A8-3
<ul style="list-style-type: none"> a. 50% of gust increment. b. 10 knots. c. 50% of gust increment not to exceed 10 knots. 		
<p>Landing distances are based on the following procedure and assumptions:</p>	d	TO 1T-1A-1-1 A8-3
<ul style="list-style-type: none"> a. Idle thrust at 50 feet. b. Maximum braking is obtained upon attaining taxi attitude, and is continued to a full stop. c. A 3° approach at Vref to the 50-foot obstacle height. d. All the above. 		
<p>Maximum braking speed results in brake energy absorption equal to the</p>	c	TO 1T-1A-1-1 A8-3

Item	Answer	Ref
<ul style="list-style-type: none"> a. fuseplug brake energy absorption of 14.8 million foot pounds of energy. b. 8.1 million foot pounds of energy PER BRAKE. c. 4.05 million foot pounds of energy PER BRAKE (8.1 million foot pounds total). 		
<p>When carrying payload (cargo and/or passengers), the forward CG limit may easily be exceeded (at zero or low fuel conditions).</p>	a	TO 1T-1A-1-1 A9-5
<ul style="list-style-type: none"> a. True. b. False. 		
<p>For the instrument cockpit check, it is not necessary to check the heading system for the correct direction of turns during taxi and the proper heading displayed during runway alignment.</p>	b	AETCMAN 11-203 8
<ul style="list-style-type: none"> a. True. b. False. 		
<p>All checklist items are to be read and the individual responsible for each item must reply with the appropriate response.</p>	a	AETCMAN 11-203 8
<ul style="list-style-type: none"> a. True. b. False. 		
<p>During critical phases of flight, direct reference to the checklist is not required.</p>	a	AETCMAN 11-203 8
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Do not perform the after landing checklist until the aircraft is _____.</p>	c	AETCMAN 11-203 9
<ul style="list-style-type: none"> a. on the runway and speed is below 40 KIAS b. under control on the runway c. clear of the active runway d. clear of all runways and after one engine is shutdown 		
<p>Before takeoff, the PNF sets the airspeed marker on _____, the PF sets _____, and they memorize _____.</p>	c	AETCMAN 11-203 9
<ul style="list-style-type: none"> a. Vco, S1, Vmb b. S1, Vmb, Vco c. S1, Vco, Vrot d. Vco, S1, Vrot 		
<p>Use your _____ and _____ as the primary references for departure, recovery, and general area orientation.</p>	b	AETCMAN 11-203 9
<ul style="list-style-type: none"> a. MFD with the FMS courses set, nav aids b. map, area landmarks c. nav aids, map d. area landmarks, and map mode on the EHSI 		

Item	Answer	Ref
<p>Because the TCAS will not be able to display all air traffic, the pilot is still responsible to clear for other aircraft.</p> <p>a. True. b. False.</p>	a	AETCMAN 11-203 9
<p>Before starting traffic pattern stalls, set the yaw damper to off, set the AOA indexer to 1.3, set the proper approach speed on the airspeed indicator, and calculate the MCT and set on the N1 indicator.</p> <p>a. True. b. False.</p>	a	AETCMAN 11-203 15
<p>Actual traffic pattern stalls or approach to stall situations frequently result from improper aircraft handling, maneuvering, or configuration.</p> <p>a. True. b. False.</p>	a	AETCMAN 11-203 15
<p>For abnormal flight recoveries, initiate recoveries above ____ KIAS and below ____ KIAS.</p> <p>a. 150, 300 b. 120, 275 c. 130, 270 d. 100, 300</p>	c	AETCMAN 11-203 4
<p>When accomplishing rectangular patterns, fly the base turn to arrive at a ____ to ____ mile final.</p> <p>a. .5, .75 b. .75, 1.5 c. 1, 1.25 d. 1, 1.5</p>	d	AETCMAN 11-203 20
<p>On initial for a VFR Tactical Overhead Pattern, the airspeed is ____ KIAS and altitude is ____ AGL.</p> <p>a. 150, 1,000 b. 200, 1,000 c. 150, 1,500 d. 200, 1,500</p>	d	AETCMAN 11-203 20
<p>Which of the following is (are) true concerning instrument unusual attitude recoveries?</p> <p>a. Verify that an unusual attitude exists prior to initiating recovery. b. For all dive conditions, roll wings level, reduce power to IDLE and extend the speedbrakes. c. For all climb conditions, increase power to MCT and roll to 60 degrees of bank until the V-bar on the</p>	a	AETCMAN 11-203 29

Item	Answer	Ref
attitude indicator passes through the horizon. d. All of the above.		
As a technique, plan to touch down _____ feet down the runway. a. 500 b. 1,000 c. 1,500 d. 2000	b	AETCMAN 11-203 23
For formation airdrop sorties, the wingman is responsible for _____. a. visually monitoring lead b. matching lead's altitude c. none of the above d. A & B	d	AETCMAN 11-203 75
What should you do if you lose sight of the leader when wings level? a. Inform lead to turn away from you. b. Climb to an altitude 500 feet above the leader. c. Turn 45 degrees away for 10 seconds and then turn back to the original heading. d. Reduce power and tell the leader to turn 45 degrees away.	c	AETCMAN 11-203 39
If you are on the inside of a turn, what should you do if you lose sight of the leader? a. Maintain the turn. b. Instruct the leader to roll out. c. All of the above.	c	AETCMAN 11-203 39
For a formation takeoff, position the wing on the upwind side of the runway _____. a. for all formation takeoffs b. when the crosswind component exceeds 5 knots c. when the crosswind component exceeds 10 knots d. when the crosswind component exceeds 15 knots	c	AETCMAN 11-203 42
For air refueling, at _____ NM you must have the tanker in sight and be _____ to begin climbing to air refueling altitude and close to the precontact position. a. 3, VMC b. 1, VMC c. 3, cleared by the tanker d. 1, cleared by the tanker	d	AETCMAN 11-203 60
During air refueling, an overrun is indicated anytime the receiver appears to be moving ahead of the tanker during the rendezvous. a. True.	a	AETCMAN 11-203 60

Item	Answer	Ref
b. False.		
For formation air drop sorties, the planned drop altitude is normally _____ feet AGL or _____ feet above the planned route altitude.	b	AETCMAN 11-203 73
<ul style="list-style-type: none"> a. 1,500, 1,000 b. 1,000, 500 c. 500, 1,000 d. 1,000, 1,000 		
For formation air drop sorties, the actual slowdown point is normally located between the IP and the DZ and should not be adjusted to compensate for winds to make the TOT.	b	AETCMAN 11-203 76
<ul style="list-style-type: none"> a. True. b. False. 		
For formation air drop sorties, the leaders responsibilities include: _____.	e	AETCMAN 11-203 64
<ul style="list-style-type: none"> a. maintain formation position b. navigate c. clear for the formation d. All of the above e. b & c only 		
When the autopilot is engaged and transfer of aircraft control is made, there is no requirement to physically take control of the yoke and throttles.	a	AETCMAN 11-203 7
<ul style="list-style-type: none"> a. True. b. False. 		
The following may be performed at night if weather is 3000 and 3: _____.	d	AETCI 11-202 4
<ul style="list-style-type: none"> a. simulated emergency patterns b. circling approaches c. formation and low level maneuvers d. a & b 		
Operational system checks will only be performed on a non-interference basis.	a	AETCI 11-202 2
<ul style="list-style-type: none"> a. True. b. False. 		
Do not pass open containers or food over the center console.	a	AETCI 11-202 2
<ul style="list-style-type: none"> a. True. b. False. 		
Do not taxi with less than _____ feet from any obstacle without a wingwalker. Never taxi within _____ feet of any obstacle.	b	AETCI 11-202 2

Item	Answer	Ref
<ul style="list-style-type: none"> a. 10, 25 b. 25, 10 c. 50, 25 d. 25, 50 		
<p>The minimum runway length for T-1A takeoffs is _____.</p> <ul style="list-style-type: none"> a. 6,000 feet b. critical field length c. 6,000 feet or critical field length, whichever is greater d. 6,000 feet or critical field length, whichever is lower 	c	AETCI 11-202 3
<p>The minimum runway length for full stop landings is _____.</p> <ul style="list-style-type: none"> a. 6,000 feet b. computed landing distance c. 6,000 feet or computed landing distance, whichever is lower d. 6,000 feet or computed landing distance, whichever is greater 	d	AETCI 11-202 3
<p>Single engine and no flap tactical overheads are prohibited.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	AETCI 11-202 3
<p>Minimum runway length restrictions and Category III operations may be waived by _____.</p> <ul style="list-style-type: none"> a. Operations Officer b. Squadron Commander c. Operations Group Commander d. not applicable 	c	AETCI 11-202 3
<p>Declare minimum fuel as soon as it can be determined that your fuel at touchdown will be less than _____ pounds (dual) or _____ pounds (team).</p> <ul style="list-style-type: none"> a. 400, 600 b. 500, 700 c. 400, 700 d. 500, 600 	b	AETCI 11-202 3
<p>Do not practice approach to stalls beyond the stick shaker.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	AETCI 11-202 4
<p>Do not execute practice single engine go-arounds _____.</p> <ul style="list-style-type: none"> a. below 500 feet AGL 	b	AETCI 11-202 6

Item	Answer	Ref
<ul style="list-style-type: none"> b. after selecting 30° flaps c. below 200 feet AGL d. after crossing the overrun 		
<p>The following maneuvers are prohibited at night: _____.</p>	c	AETCI 11-202 4
<ul style="list-style-type: none"> a. simulated emergency patterns b. rectangular patterns c. formation d. circling approaches e. All of the above 		
<p>The maximum planned ground speed on military training routes is _____ knots.</p>	c	AETCI 11-202 5
<ul style="list-style-type: none"> a. 240 b. 270 c. 300 d. 330 		
<p>Approach to stalls, slow flight, and area maneuvers must be completed above _____ feet AGL.</p>	a	AETCI 11-202 4
<ul style="list-style-type: none"> a. 5,000 b. 6,000 c. 8,000 d. 10,000 		
<p>When not under RSU control, a restricted low approach is defined as no lower than _____.</p>	c	AETCI 11-202 4
<ul style="list-style-type: none"> a. 100 feet AGL b. 300 feet or as directed by the controlling agency c. 500 feet or as directed by the controlling agency d. none of the above 		
<p>Minimum altitude for formation position changes is _____ feet AGL.</p>	b	AETCI 11-202 5
<ul style="list-style-type: none"> a. 500 b. 1,000 c. 1,500 d. None specified 		
<p>During air refueling missions, do not fly precontact or contact in conditions exceeding light turbulence.</p>	a	AETCI 11-202 5
<ul style="list-style-type: none"> a. True. b. False. 		
<p>The T-1A can be flown in areas of forecast severe icing.</p>	b	AETCI 11-202 3
<ul style="list-style-type: none"> a. True. 		

Item	Answer	Ref
b. False.		
Do not cruise or conduct multiple pattern operations in actual moderate icing conditions.	a	AETCI 11-202 3
a. True. b. False.		
Simulated emergency procedures do not have to be pre-briefed or announced to be performed.	b	AETCI 11-202 6
a. True. b. False.		
For the yaw damper failure demonstration, the aircraft's altitude must be between _____ AGL and _____ MSL.	b	AETCI 11-202 4
a. 5,000, 35,000 b. 5,000, 28,000 c. 8,000, 35,000 d. 8,000, 28,000		
The control and performance concept procedural steps are (in order): _____.	a	AFMAN 11-217 1.2.1
a. establish an attitude or power setting, trim off pressures, cross-check, adjust b. cross-check, set an attitude or power setting, trim, adjust c. trim, cross-check, set an attitude or power setting, adjust d. None of the above		
As a guide, the lead point on the altimeter for a level-off should be approximately _____ % of the VVI.	b	AFMAN 11-217 2.3.1.1
a. 5 b. 10 c. 15 d. 20		
As a guide for instrument turns of 30° or less, the bank angle should approximate _____. For turns of more than 30°, use a bank angle of _____.	c	AFMAN 11-217 2.3.2
a. 20°, 30° b. the number of degrees to be turned, 45° c. the number of degrees to be turned, 30° d. 15°, 45°		
The CDI displays aircraft course deviation relative to the course selected.	a	AFMAN 11-217 5.2.2.1

Item	Answer	Ref
<p>a. True.</p> <p>b. False.</p>		
<p>Although the course selected when flying an ILS has no effect on the CDI, always set the published inbound front course of the ILS in the course select window.</p>	a	AFMAN 11-217 5.2.2.2.1
<p>a. True.</p> <p>b. False.</p>		
<p>Absence of an ILS identifier: _____.</p>	b	AFMAN 11-217 5.2.2.2.3
<p>a. is acceptable as long as no OFF flags are visible</p> <p>b. indicates an unreliable signal</p> <p>c. is normal for an ILS</p> <p>d. means that you may fly only to localizer minimums</p>		
<p>DME information is relatively unaffected by line of sight restrictions.</p>	b	AFMAN 11-217 6.5.2
<p>a. True.</p> <p>b. False.</p>		
<p>According to AFMAN 11-217, reliable DME signals may be received at distances up to 199 NM at line-of-sight altitude with an accuracy of _____ mile or _____ percent of the distance, whichever is greater.</p>	b	AFMAN 11-217 6.5.2
<p>a. $\pm 1/4$, 3.</p> <p>b. $\pm 1/2$, 3.</p> <p>c. $\pm 1/2$, 5.</p> <p>d. ± 1, 5.</p>		
<p>The glide slope signal is usable to a distance of _____ NM from the glide slope antenna unless otherwise depicted on the IAP.</p>	b	AFMAN 11-217 6.6.3
<p>a. 8</p> <p>b. 10</p> <p>c. 12</p> <p>d. 18</p>		
<p>The glide slope information is always reliable on localizer back course approaches.</p>	b	AFMAN 11-217 6.6.3
<p>a. True.</p> <p>b. False.</p>		
<p>The LDA approach is of comparable utility and accuracy to a localizer but is not part of a complete ILS.</p>	a	AFMAN 11-217 6.9
<p>a. True.</p> <p>b. False.</p>		
<p>Where procedures depict a ground track, the pilot is expected to correct for known wind conditions, unless being radar vectored.</p>	a	AFMAN 11-217 7.1

Item	Answer	Ref
<p>a. True.</p> <p>b. False.</p>		
<p>When selecting a new VOR or DME station, you must ensure that you receive an ident, but it is not necessary to verify the actual letters with Morse code.</p> <p>a. True.</p> <p>b. False.</p>	b	AFMAN 11-217 7.1.2
<p>Voice communication is possible on all of the following EXCEPT: _____.</p> <p>a. ILS</p> <p>b. VOR</p> <p>c. TACAN</p> <p>d. ADF</p>	c	AFMAN 11-217 7.1.3
<p>When proceeding to a station, turning to keep the bearing pointer under the upper lubber line describes: _____.</p> <p>a. homing</p> <p>b. intercepting a course inbound</p> <p>c. proceeding direct</p> <p>d. intercepting a course outbound</p>	a	AFMAN 11-217 7.2
<p>Turning in the shorter direction to place the bearing pointer under the upper lubber line and centering the CDI with a TO indication, then maintaining that course to the station describes: _____.</p> <p>a. homing</p> <p>b. intercepting a course outbound</p> <p>c. proceeding direct</p> <p>d. intercepting a course outbound</p>	c	AFMAN 11-217 7.3
<p>For an inbound course interception: _____.</p> <p>a. the angle of intercept must be greater than the number of degrees off course</p> <p>b. the angle of intercept must be equal to or less than the number of degrees off course</p> <p>c. the angle of intercept should not exceed 90 degrees</p> <p>d. a & c</p> <p>e. b & c</p>	d	AFMAN 11-217 7.4.1.2
<p>When intercepting a course outbound immediately after station passage, you are legal to initially turn to a parallel heading.</p> <p>a. True.</p> <p>b. False.</p>	a	AFMAN 11-217 7.4.4.2
<p>Outbound, immediately after station passage, a good intercept angle:</p>	d	AFMAN 11-217 7.4.4.4

Item	Answer	Ref
<p>_____.</p> <p>a. is approximately the number of degrees off course b. normally should be less than 90° c. normally should be equal to or less than 45° d. a & c e. a & b</p>		
<p>When displaying VOR information, station passage occurs when: _____.</p> <p>a. the TO-FROM indicator makes the first positive change to FROM b. the DME stops decreasing c. the bearing pointer passes the 90° index d. the marker beacon flashes</p>	a	AFMAN 11-217 7.6.1
<p>When displaying TACAN information, station passage occurs when: _____.</p> <p>a. the TO-FROM indicator makes the first positive change to FROM b. the range indicator stops decreasing c. the bearing pointer passes the 90° index d. the marker beacon flashes</p>	b	AFMAN 11-217 7.6.2
<p>Ground speed checks should be performed only when the aircraft slant range distance is more than twice the aircraft's altitude divided by 1,000.</p> <p>a. True. b. False.</p>	b	AFMAN 11-217 7.8
<p>Ground speed checks made below _____ feet are accurate at any distance from the DME station.</p> <p>a. 500 b. 1,000 c. 3,000 d. 5,000</p>	d	AFMAN 11-217 7.8
<p>When correcting back to the arc, displace the bearing pointer _____ from the reference point for each ½ mile deviation to the inside of the arc and _____ for each ½ mile outside the arc.</p> <p>a. 10°, 5° b. 10°, 15° c. 5°, 10° d. 5°, 15°</p>	c	AFMAN 11-217 7.9.3.3
<p>When proceeding direct to a radial/DME fix: (Number the steps in the correct order.)</p>	c	AFMAN 11-217 7.10

Item	Answer	Ref
<ol style="list-style-type: none"> 1. Turn to a heading approximately halfway between the head of the bearing pointer and the radial on which the desired fix is located. 2. Tune and identify the station. 3. Visualize the aircraft position and the desired fix on the compass card of the HSI (EHSI). 4. Adjust aircraft heading as necessary and proceed to the fix. 5. Determine a precise heading from the aircraft position to the desired fix. <ol style="list-style-type: none"> a. 2, 3, 1, 5, 4. b. 3, 1, 2, 4, 5. c. 2, 1, 3, 5, 4. d. 1, 2, 3, 4, 5. 		
<p>When proceeding direct to a radial/DME fix, it is not necessary to apply any known wind drift correction.</p> <ol style="list-style-type: none"> a. True. b. False. 	b	AFMAN 11-217 7.10.5.1
<p>When checking the altimeter against a known checkpoint on the ground, the maximum allowable error is _____ feet.</p> <ol style="list-style-type: none"> a. 50 b. 75 c. 100 d. 150 	b	AFMAN 11-217 8.1.1
<p>The US NOTAM System includes DOD NOTAMs and selected FAA NOTAMs.</p> <ol style="list-style-type: none"> a. True. b. False. 	a	AFMAN 11-217 8.2
<p>_____ NOTAMs are disseminated widely and meet the same basic requirements as DOD NOTAMs.</p> <ol style="list-style-type: none"> a. Class II b. Series L c. Class I d. Series D 	d	AFMAN 11-217 8.2.2
<p>_____ NOTAMs do not need to be widely disseminated and are usually less critical in nature.</p> <ol style="list-style-type: none"> a. Class II b. Series L c. Class I d. Series D 	b	AFMAN 11-217 8.2.2
<p>Air Force pilots flying civil or Army SIDs must plan to cross the departure end of the runway at least _____ feet AGL and climb at a rate of at least _____ feet per NM to be</p>	b	AFMAN 11-217 8.3.1.1

Item	Answer	Ref
<p>assured of SID obstacle clearance.</p> <p>a. 35, 150 b. 35, 200 c. 50, 300 d. Not specified for civil SIDs</p>		
<p>Air Force pilots use takeoff minimums according to AFI 11-206 which are not based on see-and-avoid criteria. Therefore, to ensure obstacle clearance, the published gradient must be met or achieved when flying the published procedure.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 8.3.3
<p>If a departure procedure or SID contains both a climb gradient and takeoff minimums, you must comply with both.</p> <p>a. True. b. False.</p>	b	AFMAN 11-217 8.3.4
<p>When flying a SID, we must climb on runway heading until _____ feet above airport elevation, unless otherwise instructed.</p> <p>a. 100 b. 300 c. 400 d. 500</p>	c	AFMAN 11-217 8.3.4
<p>An aircraft may fly an approach only for its own category or higher, unless authorized by the major command directives.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 8.6.1.1
<p>If there is a requirement to execute an approach procedure with an incompatible missed approach, alternate missed approach instructions must be coordinated with ATC before the _____.</p> <p>a. IAF b. FAF c. MAP d. Not required.</p>	a	AFMAN 11-217 8.6.1.3
<p>LOC/DME in the title of IAP indicates both LOC and DME may be required to accomplish the final approach.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 8.6.1.3.1
<p>When the name of the approach is followed by a letter such as A, B, C, etc., the approach is designed for circling minimums only.</p>	a	AFMAN 11-217 8.6.1.3.3

Item	Answer	Ref
<ul style="list-style-type: none"> a. True. b. False. 		
Low-altitude feeder routes do not provide minimum altitudes.	b	AFMAN 11-217 8.6.2.1
<ul style="list-style-type: none"> a. True. b. False. 		
Minimum safe altitude is the minimum altitude which provides at least _____ feet of obstacle clearance for emergency use within a specified distance from the navigation facility upon which the procedure is based.	a	AFMAN 11-217 8.6.2.1
<ul style="list-style-type: none"> a. 1000 b. 1,000 feet, 2,000 feet in mountainous terrain c. 2,000 d. 2,000 feet, 3,000 feet in mountainous terrain 		
Minimum sector altitude provides _____ feet of obstacle clearance within _____ NM of the facility.	b	AFMAN 11-217 8.6.2.1
<ul style="list-style-type: none"> a. 1,000, 50 b. 1,000, 25 c. 1,000 feet (2,000 feet in mountainous terrain), 25 d. 1,000 feet (2,000 feet in mountainous terrain), 50 		
Emergency safe altitude will provide _____ feet of obstacle clearance (_____ feet in designated mountainous areas) within _____ NM of the facility.	d	AFMAN 11-217 8.6.2.1
<ul style="list-style-type: none"> a. 1,000, (3,000), 25 b. 2,000, (3,000), 100 c. 1,000, (2,000), 25 d. 1,000, (2,000), 100 		
Field elevation is the highest point: _____.	c	AFMAN 11-217 8.6.2.4
<ul style="list-style-type: none"> a. in the aerodrome vicinity, including the control tower b. in the runway area, including taxiways c. on any usable landing surface 		
Touchdown zone elevation is the highest point in the first _____ feet of the landing runway.	d	AFMAN 11-217 8.6.2.4
<ul style="list-style-type: none"> a. 1,500 b. 2,000 c. 2,500 d. 3,000 		
Where a VASI is installed, the VDP and VASI glide paths are normally coincident.	a	AFMAN 11-217 8.6.2.6
<ul style="list-style-type: none"> a. True. 		

Item	Answer	Ref
b. False.		
Which of the following is correct concerning a visual descent point (VDP)?	e	AFMAN 11-217 8.6.2.6
<ul style="list-style-type: none"> a. You should not descend below the MDA before reaching the VDP. b. It is the point on the final approach course of a nonprecision straight-in approach from which a normal descent (approximately 3°) from the MDA to the runway can be made. c. It is the point from which a missed approach should be commenced if the runway is not yet in sight. d. All of the above are correct. e. a & b. 		
On multifacility approaches, the depicted VDP will be for the _____ published.	d	AFMAN 11-217 8.6.2.6
<ul style="list-style-type: none"> a. approach with the highest DH b. approach with the lowest DH c. approach with the highest MDA d. approach with the lowest MDA 		
When checking the VOR at a designated ground checkpoint, the allowable CDI error is ±_____ degrees.	b	AFMAN 11-217 8.7.13
<ul style="list-style-type: none"> a. 2 b. 4 c. 5 d. 8 		
You should not accept an incomplete clearance because it may prevent you from completing your flight planned route in the event of two-way radio failure.	a	AFMAN 11-217 9.1.1
<ul style="list-style-type: none"> a. True. b. False. 		
Review of an approach for an emergency return should include: _____	d	AFMAN 11-217 9.2.3.2
<ul style="list-style-type: none"> a. frequencies b. final approach course and DH or MDA c. minimum safe altitudes d. all of the above 		
When executing a SID, you must apply known wind corrections to depicted dead reckoning (DR) legs and you should use lead points to and from DR legs to maintain depicted ground track.	a	AFMAN 11-217 9.3.1
<ul style="list-style-type: none"> a. True. b. False. 		
While flying a SID, departure control clears you to climb to a specific altitude. You can	a	AFMAN 11-217 9.3.1.1

Item	Answer	Ref
<p>now disregard the SID altitude restrictions and climb unrestricted to that altitude.</p> <p>a. True. b. False.</p>		
<p>While flying a SID, the controller vectors you off the SID. You now can assume the entire SID is canceled unless told to expect to resume SID.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 9.3.1.1
<p>Which is a correct standard holding pattern?</p> <p>a. Right turns, 1 minute when holding at or above 14,000 feet. b. Left turns, 1 minute when holding at or above 14,000 feet. c. Right turns, 1 minute when holding at or below 14,000 feet. d. Left turns, 1 minute when holding at or below 14,000 feet.</p>	c	AFMAN 11-217 10.2
<p>You enter holding at a DME fix that does not specify the maximum outbound leg length, and you are at FL 180; you should: _____.</p> <p>a. fly outbound for 10 miles, then turn b. fly outbound until you are ready to turn inbound, then turn c. fly outbound for a period of time that will permit a 1-minute inbound leg d. fly outbound for a period of time that will permit a 1½-minute inbound leg</p>	d	AFMAN 11-217 10.2
<p>ATC should issue holding instructions at least _____ minutes before reaching a clearance limit fix. Within _____ minutes of reaching the fix, reduce to holding airspeed.</p> <p>a. 3, 5 b. 5, 3 c. 3, 3 d. 5, 5</p>	b	AFMAN 11-217 10.3.4
<p>Which of the following concerning holding is correct?</p> <p>a. You are considered to be established in the holding pattern upon initial passage of the holding fix. b. You are considered to be in the holding pattern when outbound abeam the fix. c. Fly turns at standard rate, or 30 degrees of bank, whichever is greater (no wind). d. Maximum teardrop entry is 30 degrees.</p>	a	AFMAN 11-217 10.4.1
<p>If not compensating for wind, fly turns at standard rate (3° per second) or _____ ° of bank, whichever requires the (lesser/greater) angle of bank.</p>	c	AFMAN 11-217 10.4.2

Item	Answer	Ref
<ul style="list-style-type: none"> a. 15, lesser b. 15, greater c. 30, lesser d. 30, greater 		
<p>If correcting for wind in a holding pattern, the maximum angle of bank you can use is _____°.</p>	c	AFMAN 11-217 10.4.2
<ul style="list-style-type: none"> a. 15. b. 25. c. 30. d. 45. 		
<p>If correcting for wind in a holding pattern, the least amount of bank you can use is _____° or _____, whichever is lesser.</p>	a	AFMAN 11-217 10.4.2
<ul style="list-style-type: none"> a. 15, half standard rate b. 15, standard rate c. 30, half standard rate d. 30 standard rate 		
<p>Upon completion of the first outbound leg of a holding pattern, you should: _____.</p>	c	AFMAN 11-217 10.4.3
<ul style="list-style-type: none"> a. intercept the holding course to the fix b. proceed direct to the station c. a or b. d. None of the above. 		
<p>If the holding course is NOT within 70° of the aircraft heading: _____.</p>	b	AFMAN 11-217 10.4.3
<ul style="list-style-type: none"> a. turn outbound on the holding side to parallel the holding course b. turn outbound in the shorter direction to parallel the holding course c. you may use normal lead points when executing your outbound turn d. a & c. e. b & c. 		
<p>When entering a holding pattern and the entry puts you on the nonholding side: _____.</p>	d	AFMAN 11-217 10.4.3
<ul style="list-style-type: none"> a. parallel (adjust for wind) the holding course outbound b. attempt to intercept the holding course outbound c. turn back outbound towards the nonholding side after completing the first circuit of the holding pattern d. a or b. 		
<p>During a teardrop, if course guidance is available, attempt to intercept the selected teardrop course outbound.</p>	a	AFMAN 11-217 10.4.3
<ul style="list-style-type: none"> a. True. 		

Item	Answer	Ref
b. False.		
As a guide, consider yourself conveniently aligned for a teardrop entry to holding when your aircraft heading is within \pm _____° of the selected teardrop course.	d	AFMAN 11-217 10.4.3
a. 20 b. 30 c. 40 d. 45		
When timing in holding: _____.	d	AFMAN 11-217 10.4.4
a. begin outbound timing when over or abeam the fix b. begin timing when wings level outbound if unable to determine abeam c. begin timing inbound legs when wings level d. All of the above.		
After the initial outbound leg in a holding pattern, adjust inbound legs as necessary so as not to exceed maximum outbound time.	b	AFMAN 11-217 10.4.4
a. True. b. False.		
You should never lengthen a holding pattern beyond the specified time or distance.	a	AFMAN 11-217 10.4.4
a. True. b. False.		
Holding pattern entry turns depicted on high altitude approach charts (postage stamp) are provided for pilot convenience and are consistent with the intent of entry procedures.	a	AFMAN 11-217 10.5.2
a. True. b. False.		
If you are established in a holding pattern with a published minimum holding altitude and you are assigned a higher altitude, when may you descend to the published minimum holding altitude?	c	AFMAN 11-217 10.8
a. At EFC (If you go NORDO). b. When cleared for the approach. c. a & b. d. None of the above.		
If you are established in a holding pattern that does not have a published holding altitude, and you are cleared for the approach: _____.	a	AFMAN 11-217 10.8
a. maintain your last assigned altitude until established on a segment of the approach b. descend at your discretion c. descend immediately to IAF altitude		

Item	Answer	Ref
<p>If you have started an en route descent, ATC will not terminate the en route descent without your consent unless in an emergency.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 11.1.1
<p>If you experience lost communications during an en route descent: _____ _____.</p> <p>a. you must fly the most precise approach b. you are cleared to fly any published approach c. you must fly to the IAF and execute the penetration d. None of the above.</p>	b	AFMAN 11-217 11.1.2
<p>Review of the IAP for any approach (nonprecision or precision) should include, but is not limited to the following:</p> <p>a. Minimum or emergency safe altitudes. b. Navigation frequencies and descent rates. c. Approach minimums and missed approach procedures. d. All of the above. e. a & c.</p>	d	AFMAN 11-217 11.2.1
<p>On an en route descent, once cleared for the approach, maintain the last assigned altitude and heading until established on a segment of the published routing or IAP.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 11.2.2
<p>During an en route descent the controller clears you for the approach and you are below a published altitude restriction. You should _____.</p> <p>a. climb to that altitude b. maintain your last assigned altitude until established on a segment of the approach c. break off the approach and request new vectors d. None of the above.</p>	b	AFMAN 11-217 11.2.2
<p>If during a descent ATC advises you that radar contact is lost while in IFR conditions and there is a delay in receiving new instructions, what should you do?</p> <p>a. Ask the controller for a new clearance. b. You are cleared to fly any published approach. c. Advise the controller of your intentions. d. a or c</p>	d	AFMAN 11-217 11.2.2
<p>High altitude routings from en route or feeder facilities always provide a course and range from the en route structure to the IAF.</p> <p>a. True. b. False.</p>	b	AFMAN 11-217 11.3.1

Item	Answer	Ref
<p>Prior to the IAF you must _____.</p> <ul style="list-style-type: none"> a. recheck the weather b. review the IAP c. check the heading and attitude systems d. obtain clearance for the approach e. All of the above. 	e	AFMAN 11-217 11.3.2
<p>If cleared for an approach while en route to the holding fix which is not collocated with the IAF, you are expected to _____.</p> <ul style="list-style-type: none"> a. proceed direct to the IAF b. proceed via the holding fix, unless specifically cleared to the IAF c. begin the approach at the IAF, if the IAF is located along the route of flight to the holding fix d. b & c 	d	AFMAN 11-217 11.3.3
<p>When clearance for an approach is issued, you are expected to proceed to the IAF and then turn immediately in the shortest direction to intercept the approach course.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	AFMAN 11-217 11.3.4
<p>Clearance for an instrument approach includes clearance to hold.</p> <ul style="list-style-type: none"> a. True. b. False. 	b	AFMAN 11-217 11.3.4
<p>If you are cleared for an approach and your heading is within 90° of the approach course, you can use normal lead points to intercept the course.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	AFMAN 11-217 11.3.4
<p>If cleared for an approach and your heading is not within 90° of the penetration course, it would be acceptable to _____.</p> <ul style="list-style-type: none"> a. request maneuvering airspace b. use any airspace to align yourself with the outbound course c. descend immediately and intercept the approach segment closest to your position d. a or b 	a	AFMAN 11-217 11.3.4
<p>When cleared for a high altitude penetration, the penetration descent may be initiated when _____.</p> <ul style="list-style-type: none"> a. station passage is indicated b. on course outbound c. abeam or past the IAF with a parallel or intercept heading d. a & b 	c	AFMAN 11-217 11.3.5

Item	Answer	Ref
<p>For low-altitude approaches, the terminal routings and feeder facilities are considered segments of the instrument approach procedure which normally provide a course, range and minimum altitude to the IAF.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 11.4.1
<p>When cleared for a low altitude approach, proceed to IAF, then turn _____ to intercept the approach course.</p> <p>a. in the shortest direction b. left c. right d. in the longest direction</p>	a	AFMAN 11-217 11.4.6
<p>If using a published terminal route, the published minimum altitude along that route ensures obstacle clearance. If not proceeding via a published route, obstacle clearance can be guaranteed by _____.</p> <p>a. maintaining the sector altitude b. maintaining the minimum safe altitude c. maintaining the emergency safe altitude (depending upon aircraft position and altitudes printed on the approach chart) d. Any of the above.</p>	d	AFMAN 11-217 11.4.6
<p>Minimum vectoring altitude gives an obstacle clearance of _____.</p> <p>a. 1,000 feet b. 2,000 feet in mountainous terrain c. 2,000 feet in mountainous areas, MVAs may be authorized at 1,000 feet in order to achieve compatibility with terminal routes or IAPs d. a & b e. All of the above.</p>	e	AFMAN 11-217 11.5
<p>Minimum vectoring altitudes may be below _____.</p> <p>a. emergency safe altitude b. minimum safe altitude c. minimum en route altitudes d. minimum obstruction clearance altitudes e. All of the above.</p>	e	AFMAN 11-217 11.5
<p>Once cleared for an approach, maintain the last assigned altitude and heading until _____.</p> <p>a. established on a segment of the approach b. approach control clears you to descend c. at the FAF inbound d. reaching the MAP</p>	a	AFMAN 11-217 11.6.2

Item	Answer	Ref
<p>While being radar monitored on a nonprecision approach, the controller will provide altitude warning information if the aircraft descends below a safe altitude.</p> <p>a. True. b. False.</p>	b	AFMAN 11-217 11.5
<p>When the reported ceiling is at least 500 feet above the MVA and the visibility is at least 3 miles, aircraft will be vectored to intercept the final approach course at least _____ mile(s) from the FAF at a maximum intercept angle of 20° or at least _____ mile(s) from the FAF at a maximum intercept angle of 30°. At all other times, unless specifically requested by the pilot, the aircraft will be vectored to intercept the final approach course at least _____ mile(s) from the FAF at a maximum intercept angle of 30°.</p> <p>a. 1, 3, 3 b. 3, 5, 5 c. 3, 5, 3 d. 5, 5, 5</p>	a	AFMAN 11-217 11.5.1
<p>While being vectored, repeat _____.</p> <p>a. all headings b. all altitudes (departing and assigned) c. all altimeter settings d. All of the above.</p>	d	AFMAN 11-217 11.6.1
<p>STARs provide transition from the en route structure to an outer fix or an instrument approach fix or arrival waypoint in the terminal area.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 11.7.1
<p>Altitudes associated with STAR routing should be treated as MEAs.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 11.7.2
<p>If your initial ATC clearance clears you for the flight planned route, you are also cleared for the STAR procedure.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 11.7.4
<p>The omission of a specific type of approach in the approach clearance indicates that any published approach to the aerodrome may be used.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 12.1
<p>On a non-DME teardrop penetration, it is acceptable to begin the penetration if above the specified IAF altitude as long as subsequent altitude restrictions can be met.</p>	b	AFMAN 11-217 12.2.1

Item	Answer	Ref
<ul style="list-style-type: none"> a. True. b. False. 		
<p>When flying a non-DME high-altitude teardrop approach, if you arrive at the IAF at an altitude below that published:</p>	c	AFMAN 11-217 12.2.1
<ul style="list-style-type: none"> a. maintain altitude until the next altitude restriction. b. climb immediately to the IAF altitude. c. maintain altitude and proceed outbound 15 seconds for each 1,000 feet the aircraft is below the published altitude before starting descent. d. you may start the approach and descend at the IAF if you can meet all subsequent altitude restrictions. 		
<p>When flying a non-DME teardrop penetration, which of the following must you complete prior to the penetration turn altitude?</p>	a	AFMAN 11-217 12.2.2
<ul style="list-style-type: none"> a. Recheck the altimeter. b. Accomplish the before landing check. c. Slow to gear lowering airspeed. d. All of the above. 		
<p>During a non-DME teardrop penetration, maintaining a descent gradient of _____ should ensure that you remain within protected airspace.</p>	b	AFMAN 11-217 12.2.1
<ul style="list-style-type: none"> a. 500 feet/NM. b. 800-1,000 feet/NM. c. 1,000 feet/min. d. 800-1,000 feet/min. 		
<p>On a radial high-altitude approach, if your heading is within 90° of the approach course, you may NOT use normal lead points to intercept the course; you are required to overfly the IAF.</p>	b	AFMAN 11-217 12.3.1
<ul style="list-style-type: none"> a. True. b. False. 		
<p>On a radial high-altitude approach start the descent when the aircraft is abeam or past the IAF on a parallel or intercept heading to the approach course. (For DME approaches, crossing the arc is considered abeam the IAF.)</p>	a	AFMAN 11-217 12.3.2
<ul style="list-style-type: none"> a. True. b. False. 		
<p>On a radial and arc combination high-altitude approach, if established in a holding pattern and the IAF is located on an arc or on a radial at a distance less than that required for a normal lead point, you _____.</p>	a	AFMAN 11-217 12.4
<ul style="list-style-type: none"> a. may turn early to intercept the arc b. are required to overfly the IAF 		

Item	Answer	Ref
<p>c. must request maneuvering airspace from ATC before turning early to intercept the arc</p> <p>d. None of the above.</p>		
<p>When an altitude restriction is depicted at a fix defined as an intersection of a radial and an arc, the restriction must be complied with no later than the completion of the lead turn associated with that fix. If the restriction is met during the lead turn, consider yourself established on the next segment and continue to descend to the next applicable altitude restriction.</p>	a	AFMAN 11-217 12.4
<p>a. True.</p> <p>b. False.</p>		
<p>When flying an approach with dead reckoning legs _____.</p>	e	AFMAN 11-217 12.6
<p>a. use lead points for turns to and from the DR legs</p> <p>b. you should fly the depicted ground track</p> <p>c. you should apply wind corrections</p> <p>d. b & c.</p> <p>e. All of the above.</p>		
<p>The teardrop course will be displaced a maximum of _____ from the published PT course on the maneuvering side.</p>	b	AFMAN 11-217 13.2.2.1
<p>a. 20°</p> <p>b. 30°</p> <p>c. 40°</p> <p>d. 45°</p>		
<p>If the entry turn places the aircraft on the nonmaneuvering side of the procedure turn course, and you are flying in excess of _____ KTAS, you must correct toward the procedure turn course with an intercept angle of at least _____ °.</p>	b	AFMAN 11-217 13.2.2.2
<p>a. 160, 30</p> <p>b. 180, 20</p> <p>c. 160, 20</p> <p>d. 175, 30</p>		
<p>If the procedure turn course is intercepted outbound, maintain course for the remainder of the outbound leg, then _____ the maneuvering side to reverse the course.</p>	a	AFMAN 11-217 13.2.2.2
<p>a. turn toward</p> <p>b. turn away from</p>		
<p>The remain within distance of a procedure turn is measured from _____.</p>	a	AFMAN 11-217 13.2.3
<p>a. the procedure turn fix</p> <p>b. the runway</p> <p>c. final approach fix</p> <p>d. the MAP</p>		

Item	Answer	Ref
When can you begin descent from the IAF of a procedure turn (NOT a 45/180 maneuver)?	b	AFMAN 11-217 13.2.5
<ul style="list-style-type: none"> a. Outbound. b. Outbound abeam. c. Outbound abeam on a parallel or intercept heading. d. Outbound abeam on a parallel or intercept heading with all flyoff restrictions met. 		
How long do you fly wings level outbound on the 45° leg of a 45/180 maneuver during a procedure turn (assume Category B)?	c	AFMAN 11-217 13.2.6.2
<ul style="list-style-type: none"> a. 30 seconds. b. 45 seconds. c. 60 seconds. d. It does not matter as long as you meet the remain within distance restrictions. 		
Do not fly the procedure turn (low altitude approach) when _____.	d	AFMAN 11-217 13.2.7
<ul style="list-style-type: none"> a. issued an ATC clearance for a straight-in approach b. initial approach is via a NoPT course c. ATC vectors the aircraft to the final approach course d. All of the above. 		
Timed approaches are in progress when you are established in a holding pattern and given a time to depart the _____ inbound.	c	AFMAN 11-217 13.2.7
<ul style="list-style-type: none"> a. IAF b. holding fix c. FAF 		
Holding In Lieu of Procedure Turn approaches will not be flown when _____.	e	AFMAN 11-217 13.3.5
<ul style="list-style-type: none"> a. issued an ATC clearance for a straight-in approach b. ATC vectors the aircraft to final approach c. conducting timed approaches from a holding fix d. both a and b above e. any of the above 		
When flying a procedural track, if your heading is within 90° of the procedural course, you are not required to overfly the IAF, but you may use normal lead points to intercept the course.	a	AFMAN 11-217 13.4.2
<ul style="list-style-type: none"> a. True. b. False. 		
When should you descend on a procedural track (in relation to the IAF)?	c	AFMAN 11-217 13.4.4.1
<ul style="list-style-type: none"> a. Abeam. 		

Item	Answer	Ref
<ul style="list-style-type: none"> b. Abeam or past. c. Abeam or past and on a parallel or intercept heading to the procedure track course. d. Abeam or past and on a parallel or intercept heading to the procedure track course with all flyoff restrictions met. 		
<p>The localizer has a usable range of at least _____ miles within 10° of the course centerline.</p>	c	AFMAN 11-217 14.1.1.1
<ul style="list-style-type: none"> a. 10 b. 12 c. 18 d. 20 		
<p>Time and distance tables in the approach chart are based on indicated airspeed; therefore, the existing wind and TAS are no factor when applying the information.</p>	b	AFMAN 11-217 14.1.1.2.2
<ul style="list-style-type: none"> a. True. b. False. 		
<p>The middle marker may be an accurate means of identifying the MAP if it is coincident with the published localizer MAP.</p>	a	AFMAN 11-217 14.1.1.2.2)
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Descent below the MDA is authorized when you establish sufficient visual references with the runway environment and the aircraft is in a position to make a safe landing.</p>	a	AFMAN 11-217 14.1.1.2.6
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Descent from the MDA should normally be initiated prior to reaching the MAP to execute a normal 3° glide path to landing.</p>	a	AFMAN 11-217 14.1.1.2.6
<ul style="list-style-type: none"> a. True. b. False. 		
<p>The final approach course on a nonradar final may vary from the runway heading as much as _____° (except localizer) and still be published as a straight-in approach.</p>	b	AFMAN 11-217 14.1.1.2.7
<ul style="list-style-type: none"> a. 20 b. 30 c. 35 d. 40 		
<p>It is acceptable to cross-tune past the final approach fix in the T-1A.</p>	a	AFMAN 11-217 14.1.1.2.8
<ul style="list-style-type: none"> a. True. b. False. 		

Item	Answer	Ref
<p>The ILS identifier should be monitored during the entire approach.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 14.1.2.1.1
<p>The course selected in the course select window when flying an ILS or localizer approach should _____.</p> <p>a. not have any effect on the heading pointer in the CI b. always be the front course when flying the front course and the back course when flying the back course c. always be the front course d. be any course you wish, since it doesn't affect the CDI indications</p>	c	AFMAN 11-217 14.1.2.1.2
<p>You must discontinue the ILS/LOC approach when _____.</p> <p>a. the localizer course becomes unreliable b. full-scale deflection of the CDI occurs on final c. more than one dot below or two dots above glide slope d. a or b. e. All of the above.</p>	d	AFMAN 11-217 14.1.2.2.5
<p>If you are more than one dot below or two dots above glide slope on an ILS, you _____.</p> <p>a. should not descend below localizer minimums b. must discontinue the approach c. may continue descent to decision height if the glide slope is recaptured d. a or c. e. None of the above.</p>	d	AFMAN 11-217 14.1.2.2.5
<p>At the MAP, the straight-in surveillance system approach (ASR) error may be as much as _____ feet from the runway edges.</p> <p>a. 300 b. 500 c. 750 d. 1,000</p>	b	AFMAN 11-217 14.2.1
<p>If you experience lost communications, you are automatically cleared to fly any published approach unless the controller previously issued a specific lost communications approach.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 14.2.2.1
<p>Attempt contact with the controlling agency if no transmissions are received for _____.</p>	a	AFMAN 11-217 14.2.2.2

Item	Answer	Ref
<ul style="list-style-type: none"> a. 1 minute while being vectored to final b. 30 seconds on final for an ASR c. 15 seconds on final for a PAR d. b & c. e. Any of the above. 		
<p>While flying a radar approach it is the pilots responsibility to determine the adequacy of any issued lost communications instructions.</p>	a	AFMAN 11-217 14.2.2.4)
<ul style="list-style-type: none"> a. True. b. False. 		
<p>Radar controllers are required to issue ceiling and visibility if the ceiling is below _____ (_____ civilian) feet or below highest circling minimum, whichever is greater, or visibility is below _____ miles.</p>	b	AFMAN 11-217 14.2.4.3
<ul style="list-style-type: none"> a. 1,500, 500, 5 b. 1,500, 1,000, 3 c. 1,000, 1,000, 5 d. 1,000, 500, 3 		
<p>When an ASR approach will end in a circle, furnish the controller with _____.</p>	b	AFMAN 11-217 14.2.5.1.1
<ul style="list-style-type: none"> a. your weather minimums b. your aircraft category c. your descent rate out of the FAF d. None of the above. 		
<p>Where are circling MDAs for ASR approaches found?</p>	c	AFMAN 11-217 14.2.5.1.1
<ul style="list-style-type: none"> a. On individual IAPs. b. At the back of an IAP book. c. At the front of an IAP book. d. None of the above. 		
<p>On an ASR final approach, you _____.</p>	d	AFMAN 11-217 14.2.5.1.3
<ul style="list-style-type: none"> a. should use a rate of descent that will ensure reaching the minimum descent altitude (MDA) prior to the missed approach point (MAP) b. should plan to arrive at the MDA and MAP simultaneously c. should use rate of descent that will ensure reaching the MDA in time to use normal rate of descent to the runway after the runway is sighted d. a & c 		
<p>Decision height is the altitude on a nonprecision approach at which a missed approach will be initiated when either the runway environment is not visually established or the aircraft is not in position for a safe landing.</p>	b	AFMAN 11-217 14.2.5.2.6
<ul style="list-style-type: none"> a. True. 		

Item	Answer	Ref
b. False.		
While flying a visual approach you maintain an IFR clearance.	a	AFMAN 11-217 14.3
a. True. b. False.		
Which of the following statements about visual approaches is FALSE?	d	AFMAN 11-217 14.3
a. Radar service is automatically terminated when you are told to contact tower. b. Acceptance of traffic information and instructions to follow another aircraft acknowledges the pilots responsibility for wake turbulence separation. c. Unless otherwise instructed, you are expected to execute a straight-in approach. d. When instructed to follow another aircraft ATC cannot clear you for a visual approach until you report seeing both the airfield and aircraft to follow.		
A contact approach is for IFR aircraft, operating with _____ mile(s) visibility and _____.	b	AFMAN 11-217 14.4
a. 1, 2,000 feet horizontal cloud clearance b. 1, clear of clouds c. 3, 2,000 feet horizontal cloud clearance d. 3, clear of clouds		
Clearance for a contact approach is clearance to fly a 360° overhead traffic pattern.	b	AFMAN 11-217 14.4
a. True. b. False.		
When executing the visual segment, remain clear of clouds and proceed to the airport maintaining visual contact with the surface.	a	AFMAN 11-217 14.5.1
a. True. b. False.		
The missed approach procedure printed on a converging approach is the procedure the controller expects to be flown during a missed approach and it will not normally be modified.	a	AFMAN 11-217 14.7.2
a. True. b. False.		
Slant range visibility may be considerably less than the reported RVR.	a	AFMAN 11-217 15.2.4.1
a. True. b. False.		
VASI glide slope angles are normally adjusted to coincide with ILS and (or) PAR glide	a	AFMAN 11-217 15.3.3.1.2

Item	Answer	Ref
slopes servicing the same runway.		
<ul style="list-style-type: none"> a. True. b. False. 		
When flying an approach using a three-bar VASI system, T-1A aircrews should use _____.	b	AFMAN 11-217 15.3.3.1.7
<ul style="list-style-type: none"> a. the two farthest bars b. the two closest bars c. only the closest and farthest bars d. all three bars 		
A white-over-white indication on a VASI indicates _____.	a	AFMAN 11-217 15.2
<ul style="list-style-type: none"> a. too high b. too low c. on glide path d. left of course 		
While at an outbase, you notice yellow chevrons in the overrun. This indicates that _____.	a	AFMAN 11-217 15.5.6.1
<ul style="list-style-type: none"> a. the overrun is unusable b. you can use the overrun to taxi and takeoff, but not for landing c. the base has a precision approach to that runway d. the base has a nonprecision approach to that runway 		
While at an outbase, you notice white arrows in the overrun along the centerline. This indicates that _____.	b	AFMAN 11-217 15.5.6.2
<ul style="list-style-type: none"> a. you can use the overrun for takeoffs and landings b. you can use the overrun to taxi and takeoff, but not for landing c. the overrun is unusable 		
Instrument hold lines ensure proper ILS operation during weather conditions less than 800 feet ceiling and (or) 2 miles visibility. You must listen to the current weather to know when to hold short of the instrument hold line.	b	AFMAN 11-217 15.5.6.4
<ul style="list-style-type: none"> a. True. b. False. 		
The circling MDA and weather minima to be used are for the runway _____.	a	AFMAN 11-217 15.6.1
<ul style="list-style-type: none"> a. to which the instrument approach is being flown b. of intended landing c. Either a or b. d. None of the above. 		

Item	Answer	Ref
A circling approach is normally not flown out of a(an) _____ approach. a. ASR b. LOC c. TACAN d. PAR	d	AFMAN 11-217 15.6.1
Circling approaches should NOT be attempted from precision approaches. a. True. b. False.	a	AFMAN 11-217 15.6.1
Obstruction clearance areas for circling maneuvers are determined by _____ _____.	a	AFMAN 11-217 15.6.2
a. aircraft category b. weather at the outbase c. each base on an individual basis d. None of the above.		
If weather permits, fly the circling approach at an altitude higher than the circling MDA, up to your normal VFR traffic pattern altitude. a. True. b. False.	a	AFMAN 11-217 15.6.3.3
Do not descend below circling MDA until in a position to place the aircraft on a normal glide path to landing. a. True. b. False.	a	AFMAN 11-217 15.6.3.4
When circling at altitudes lower than your normal VFR pattern altitude, and using the same visual cues from the normal pattern, you will be too close to the runway. a. True. b. False.	a	AFMAN 11-217 15.6.3.5
To begin the sidestep maneuver, you must _____.	a	AFMAN 11-217 15.7.2
a. have the sidestep runway in sight b. be past the FAF c. be at the MDA d. a & b.		
Maintain published sidestep altitude until _____.	c	AFMAN 11-217 15.7.2
a. 1 mile b. sidestep runway is in sight c. reaching the point at which a normal descent to land on the sidestep runway can be started		

Item	Answer	Ref
<p>If you go missed approach after initiating a sidestep maneuver, which missed approach procedure should you follow?</p> <p>a. A compatible approach to the sidestep runway. b. The approach just flown unless otherwise directed. c. Do not initiate missed approach after a sidestep maneuver is begun. d. Given by the tower controller.</p>	b	AFMAN 11-217 15.7.3
<p>The MAP on any PAR/ILS is at the DH.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 16.2
<p>When flying a radar approach, controllers will give missed approach instructions _____.</p> <p>a. prior to the DH/MAP b. prior to beginning descent on final c. if any portion of the final approach will be conducted in IFR conditions. d. prior to turning to the final approach course</p>	c	AFMAN 11-217 16.2
<p>When the missed approach is initiated prior to the MAP _____.</p> <p>a. start the missed approach procedure from that point b. proceed to the MAP along the final approach course and then execute the missed approach procedures c. you can not safely execute the published missed approach procedure d. ask for alternate missed approach procedures</p>	b	AFMAN 11-217 16.2
<p>Clearance to fly an approach includes clearance to fly the published missed approach _____.</p> <p>a. except when the controller states, "Your missed approach instructions are...." b. except when the controller gives climbout instructions to follow after your requested maneuver c. when you are cleared fullstop and must subsequently execute the missed approach d. a and b only. e. All of the above.</p>	e	AFMAN 11-217 16.3
<p>When executing climbout instructions you may:</p> <p>a. Initiate an immediate climb to the assigned altitude. b. Turn to the assigned heading upon reaching the MAP. c. Turn to the assigned heading when past departure end of runway. d. a & c. e. None of the above.</p>	d	AFMAN 11-217 16.3

Item	Answer	Ref
<p>If you go missed approach due to weather (that is, unhooded) and are unable to accomplish climbout instructions, you are expected to follow the published missed approach instructions.</p> <p>a. True. b. False.</p>	a	AFMAN 11-217 16.4
<p>Perform the missed approach when at the missed approach point or decision height is reached and if _____.</p> <p>a. the runway environment is not in sight b. you are unable to make a safe landing c. directed to do so by the controlling agency d. Any of the above.</p>	d	AFMAN 11-217 16.5.1
<p>Prior to raising gear and flaps on a missed approach you must have _____.</p> <p>a. positive climb rate on the altimeter b. positive climb rate on the VVI c. turned to the missed approach heading d. a & b. e. All of the above.</p>	d	AFMAN 11-217 16.5.3
<p>While circling to land following an instrument approach, you lose outside visual references. To ensure that you remain within the circling obstruction clearance area, you should:</p> <p>a. Execute climbout instructions. b. Execute the missed approach procedures for the runway you were circling to. c. Make a climbing turn toward the landing runway until established on the published missed approach course for the approach just flown. d. None of the above.</p>	c	AFMAN 11-217 16.5.4
<p>While executing a missed approach and a climb gradient is not published, climb at least _____ feet per nautical mile in order to clear obstacles.</p> <p>a. 100 b. 152 c. 200 d. 250</p>	b	AFMAN 11-217 16.5.5
<p>Nonprecision approach descent gradient will not exceed _____.</p> <p>a. 200 feet per nautical mile b. 200 feet per minute c. 400 feet per nautical mile d. 400 feet per minute</p>	c	AFMAN 11-217 20.4.3.1.2

Item	Answer	Ref
Optimum threshold crossing height is _____ feet. a. 60 b. 32 c. 50 d. 55	c	AFMAN 11-217 20.4.3.2.3
When circling as a Category B aircraft, it is necessary to remain within an obstruction clearance radius of _____ NM. a. 1.3 b. 1.5 c. 2.0 d. 2.3	b	AFMAN 11-217 20.4.3.3
If the pitot tube is blocked by something, such as ice, and the static ports are unobstructed, the airspeed indication will _____ as the aircraft climbs. a. increase b. decrease c. remain the same	a	AFMAN 11-217 21.1.5.1
Ground speed is _____ airspeed corrected for wind. a. indicated b. calibrated c. true	c	AFMAN 11-217 21.1.5.3
During an electrical failure, the magnetic compass may be 20 to 30° in error. a. True. b. False.	a	AFMAN 11-217 21.3.2
An air traffic control (ATC) clearance is sufficient authority to deviate from the procedures in AFI 11-206, provided that the pilot records the details of the deviation and reports them to his or her supervisor. a. True. b. False.	b	AFI 11-206 1.3.4
Deviations from the AFI 11-206 are authorized only when a. deviation is required to protect lives. b. safety of flight dictates. c. an in-flight emergency requires immediate action. d. a & b only. e. All of the above.	e	AFI 11-206 1.4
If you deviate from a flight rule as PIC you must a. verbally report the deviation to your immediate supervisor and commander	d	AFI 11-206 1.4.2

Item	Answer	Ref
<p>within 24 hours of the incident.</p> <p>b. make a detailed written record.</p> <p>c. furnish a written report only if traffic priority was assigned.</p> <p>d. a & b.</p> <p>e. a & c.</p>		
<p>The PIC will ensure that current copies of the appropriate _____ are aboard the aircraft.</p>	e	AFI 11-206 2.1
<p>a. FLIP enroute supplement</p> <p>b. enroute charts</p> <p>c. Flight Information Handbook</p> <p>d. appropriate approach procedures</p> <p>e. all the above.</p>		
<p>The following are approved types of flight logs:</p>	d	AFI 11-206 2.2.4
<p>a. AF Form 70.</p> <p>b. MAJCOM approved form.</p> <p>c. student's flight log</p> <p>d. a and b above.</p>		
<p>A DD Form 175-1, Flight Weather Briefing, must be obtained prior to departure on all flights outside the local area.</p>	b	AFI 11-206 2.3
<p>a. True.</p> <p>b. False.</p>		
<p>When the visibility-only weather criterion is used to determine the suitability of the original destination, total flight plan fuel _____.</p>	b	AFI 11-206 2.2.2
<p>a. need not include the fuel required for an approach</p> <p>b. must include fuel for an approach and missed approach</p> <p>c. need not include fuel for an approach at the alternate</p> <p>d. must include a fuel reserve of 25 percent of total flight time or 30 minutes, whichever is higher</p>		
<p>When both the ceiling and visibility criteria are used to determine the suitability of the original destination, total flight plan fuel need not include the fuel required for an approach and missed approach at the original destination.</p>	a	AFI 11-206 2.2.2
<p>a. True.</p> <p>b. False.</p>		
<p>The PIC must ensure the aircraft is carrying enough usable fuel on each flight to increase the total planned flight time between refueling points by</p>	a	AFI 11-206 2.2.3
<p>a. 10 percent or 20 minutes, whichever is greater.</p> <p>b. 20 percent or 10 minutes, whichever is greater.</p> <p>c. 20 minutes.</p> <p>d. none of the above.</p>		

Item	Answer	Ref
When computing fuel reserves you should use fuel flow for _____.	d	AFI 11-206 2.2.3
<ul style="list-style-type: none"> a. cruise conditions b. maximum endurance c. maximum possible fuel flow d. maximum endurance at 10,000 feet 		
In addition to the equipment required for IFR flight, flight in IMC requires	b	AFI 11-206 2.6.3
<ul style="list-style-type: none"> a. canopy defogging equipment and pitot heat. b. pitot heat, anti-icing and/or de-icing equipment. c. canopy defogging, pitot heat, and anti-icing equipment. 		
An aircraft will not be flown at night unless it is equipped with _____.	e	AFI 11-206 2.6.4
<ul style="list-style-type: none"> a. operative position and anti-collision lights b. cockpit instrument and landing lights c. crewmembers carrying workable flashlights d. a & b only. e. All of the above. 		
A change in route or destination that was not shown on the original flight plan is authorized without refile provided:	d	AFI 11-206 3.1.4
<ul style="list-style-type: none"> a. The change does not involve ADIZ penetration. b. The controlling ATC agency approves the change for an IFR flight. c. The facility providing flight following is notified of the change. d. All of the above. 		
As soon as practical after takeoff from any civil airport, the pilot must notify FSS of the departure time.	a	AFI 11-206 3.1.5.3
<ul style="list-style-type: none"> a. True. b. False. 		
When a flight plan is activated, the pilot in command, upon canceling or completing the flight plan, will close the flight plan through a FSS or ATC facility by any means of communication available.	a	AFI 11-206 3.1.6
<ul style="list-style-type: none"> a. True. b. False. 		
Pilots must not file to or land Air Force aircraft (other than C-designated aircraft) at CONUS civil (P) airports except	e	AFI 11-206 4.3.1.1
<ul style="list-style-type: none"> a. in an emergency. b. when an alternate airport is required and no suitable military airport is available. c. when the flight is approved by the wing commander or higher authority and the airport manager has granted permission in advance. d. a & c. 		

Item	Answer	Ref
e. All of the above.		
The T-1A may use a civil (P) airport as a destination if it is classified as joint-use field and proper ground support is available.	a	AFI 11-206 4.3.1.1
a. True. b. False.		
Which of the following is true regarding clearance authority?	c	AFI 11-206 4.4
a. This is delegated to the person who assumes responsibility for the aircraft. b. Under VFR, the pilot is always the clearance authority. c. In controlled airspace, ATC clearance must be obtained. d. Both b and c above. e. None of the above.		
In uncontrolled airspace, the pilot is the clearance authority.	a	AFI 11-206 4.4.1.1
a. True. b. False.		
Pilots shall not follow ATC's clearance or instructions meant for the pilot of another aircraft.	a	AFI 11-206 4.5.2
a. True. b. False.		
Aircrew members will not take off within _____ hours after the consumption of any alcoholic beverage.	b	AFI 11-206 5.1.4
a. 8 b. 12 c. 24 d. 50		
The see and avoid concept applies to flights conducted _____.	c	AFI 11-206 5.2
a. on VFR flight plans b. on IFR flight plans c. a & b. d. Neither a or b.		
To prevent a collision situation, pilots will not normally operate within ____ from other aircraft (well clear).	b	AFI 11-206 5.3
a. 100 feet b. 500 feet c. 1,000 feet d. 2,000 feet e. 1 mile		

Item	Answer	Ref
During a nonstandard formation flight, both aircraft should squawk the appropriate code until established within the assigned altitude block and closed to the proper en route interval.	a	AFI 11-206 5.4.2
<ul style="list-style-type: none"> a. True. b. False. 		
Normally an aircraft having the right of way will maintain its course and speed. However, if the danger of a collision exists, all pilots must	a	AFI 11-206 5.5
<ul style="list-style-type: none"> a. take the necessary action to avoid collision. b. maintain course and airspeed. c. reduce airspeed and give way to the right. d. reduce airspeed and descend in order to provide adequate vertical separation. 		
Aircraft of a different category have the right-of-way in the following order of priority _____.	c	AFI 11-206 5.5.2
<ul style="list-style-type: none"> a. balloons, towing or refueling, rotary or fixed-wing, gliders b. gliders, rotary or fixed wing, balloons, towing or refueling c. balloons, gliders, towing or refueling, airships, rotary or fixed-wing d. airships, balloons, gliders, towing or refueling, rotary or fixed-wing 		
When two aircraft are approaching head-on or approximately so, each will alter its course to the _____.	b	AFI 11-206 5.5.3
<ul style="list-style-type: none"> a. center b. right c. left d. right and down 		
If you're overtaking an aircraft and see a possible conflict, you must alter your course to the _____.	b	AFI 11-206 5.5.4
<ul style="list-style-type: none"> a. left b. right 		
Right-of-way is given to _____.	d	AFI 11-206 5.5.1&5.5.2
<ul style="list-style-type: none"> a. aircraft in distress over all other aircraft b. the aircraft at the lower altitude when two or more aircraft are approaching to land, provided this advantage is not used to cut in front of another aircraft c. if approaching head-on, the larger aircraft d. a & b. 		
Do not exceed ____ KIAS at or below ____ feet above the surface within ____ NMs of the primary airport of a Class C or Class D airspace area unless authorized or required by ATC, or required to maintain safe maneuvering airspeed specified in the aircraft flight manual.	d	AFI 11-206 5.7.2

Item	Answer	Ref
<ul style="list-style-type: none"> a. 250, 5000, 5 b. 156, 2500, 4 c. 300, 3500, 4 d. 200, 2500, 4 		
<p>Clearance to taxi to a runway is clearance to taxi _____.</p>	d	AFI 11-206 5.9.1.2
<ul style="list-style-type: none"> a. to the first intersecting runway b. across all intersecting runways and onto the assigned runway c. to the assigned runway provided additional clearances are received at intersecting runways d. to the assigned runway and across all intersecting runways 		
<p>Do not taxi across or onto the assigned runway without further clearance from ATC.</p>	a	AFI 11-206 5.9.1.2.1
<ul style="list-style-type: none"> a. True b. False 		
<p>On climbout after a takeoff or low approach, you may not begin a turn until past the departure end of the runway (if visible), at least 400 feet AGL, and at a safe airspeed unless _____.</p>	d	AFI 11-206 5.9.2
<ul style="list-style-type: none"> a. safety dictates otherwise b. VMC c. specifically cleared by the controlling agency d. a & c. e. All of the above. 		
<p>Pilots must report "gear down" before crossing the _____.</p>	c	AFI 11-206 5.9.6
<ul style="list-style-type: none"> a. FAF b. MAP c. runway threshold d. VDP 		
<p>According to AFI 11-206, pilots must not operate over congested areas if the altitude does not ensure at least _____ feet above the highest obstacle within a _____ feet radius of the aircraft.</p>	b	AFI 11-206 5.10.3
<ul style="list-style-type: none"> a. 500, 1000 b. 1,000, 2,000 c. 2,000, 5,000 d. 3,000, 5,000 		
<p>According to AFI 11-206, _____ feet is the lowest altitude a pilot may operate his or her aircraft over a noncongested area.</p>	a	AFI 11-206 5.10.4
<ul style="list-style-type: none"> a. 500 b. 1,000 c. 1,500 d. 2,000 		

Item	Answer	Ref
A pilot may not deviate around thunderstorm conditions until an approval from ATC has been received issuing course and (or) altitude/flight level deviations.	b	AFI 11-206 5.23.3
<ul style="list-style-type: none"> a. True. b. False. 		
You must notify ATC any time you encounter wake turbulence or wind shear on an approach.	a	AFI 11-206 5.24
<ul style="list-style-type: none"> a. True. b. False. 		
Which of the following is true concerning aircraft lighting?	d	AFI 11-206 5.17
<ul style="list-style-type: none"> a. Position lights must be on prior to engine start until after engine shutdown. b. Strobes or anticollision beacons are operated from take off to landing on all flights, unless reflections are distracting. c. All external lighting will be on below 10,000 feet MSL (day or night) within operational constraints. d. Both a & b above. 		
What is a pilot's maximum authorized altitude in an unpressurized aircraft if oxygen is available to all occupants?	d	AFI 11-206 6.4.1
<ul style="list-style-type: none"> a. 10,000 feet MSL. b. 13,000 feet MSL. c. FL 180. d. FL 250. 		
If an occupant appears to be suffering decompression sickness, the pilot will descend as soon as practical and land at the nearest suitable installation where flight surgeon assistance can be obtained.	b	AFI 11-206 6.4.4
<ul style="list-style-type: none"> a. True. b. False. 		
If the weather prevents continued flight under VFR when on a VFR flight plan, you must _____.	d	AFI 11-206 7.1.3
<ul style="list-style-type: none"> a. alter your route of flight to remain VFR b. remain VFR and land c. remain VFR until you can obtain an IFR clearance d. Any of the above. 		
The minimum weather to file according to VFR to a destination is _____ feet ceiling and _____ statute miles visibility (ETA ± 1 hour).	b	AFI 11-206 7.2.1
<ul style="list-style-type: none"> a. 1,000, 3 b. 1,500, 3 c. 2,500, 3 		

Item	Answer	Ref
d. 3,000, 3		
Basic VFR cloud clearances and visibility below 10,000 feet MSL in controlled airspace are _____.	c	AFI 11-206 TABLE 7.1
<ul style="list-style-type: none"> a. 1,000 feet below, 1,000 feet above, 1 mile horizontally, 5 statute miles visibility b. 500 feet below, 1,000 feet above, 1 mile horizontally, 3 statute miles visibility c. 500 feet below, 1,000 feet above, 2,000 feet horizontally, 3 statute miles visibility d. 1,000 feet below, 1,000 feet above, 1,000 feet horizontally, 3 statute miles visibility 		
If flying at 10,000 feet MSL in controlled airspace, visibility must be _____ statute miles in order to be considered VFR.	c	AFI 11-206 TABLE 7.1
<ul style="list-style-type: none"> a. 2 b. 3 c. 5 d. 10 		
USAF aircraft must file IFR when _____.	d	AFI 11-206 8.1.2
<ul style="list-style-type: none"> a. flying in Class A airspace b. flying within a federal airway c. flying at night d. all of the above. e. a & c. 		
Where may an Air Force aircraft fly VFR?	a	AFI 11-206 8.1.2
<ul style="list-style-type: none"> a. Across federal airways. b. Along federal airways. c. Along jet routes. d. In Class A airspace. 		
You may file to a base with a radar approach if positive aircraft position can be established within 25 miles of the field using a nonradar facility, if not operating in Class A airspace.	a	AFI 11-206 8.3.1.1
<ul style="list-style-type: none"> a. True. b. False 		
You can fly an instrument approach while operating VFR.	b	AFI 11-206 8.1.2
<ul style="list-style-type: none"> a. True. b. False. 		
An approach that is not contained in a FLIP TERMINAL APPROACH book, but approved by the MAJCOM because of an operational requirement , is considered a	a	AFI 11-206 8.3.1.1

Item	Answer	Ref
published approach.		
<ul style="list-style-type: none"> a. True. b. False. 		
You want to fly to Bernie airfield, and they do not have a published approach. You can _____.	e	AFI 11-206 8.3.2
<ul style="list-style-type: none"> a. file VMC to a point that is within 25 NM of the field and pick up an IFR clearance b. file IFR to a point that is forecasted to be VFR at your time of arrival and then continue under VFR to the destination c. file to a point served by a published approach and make your descent to VFR conditions d. go back to base ops because you can not legally file to Bernie AFB e. b & c. 		
A forecast that includes temporary (TEMPO) changes in ceilings and/or visibilities _____.	a	AFI 11-206 8.3.3.3
<ul style="list-style-type: none"> a. are not restrictive for filing purposes, but may require that an alternate be filed b. are restrictive for filing purposes if they occur within ETA \pm 1 hour c. are not restrictive for filing purposes if the TEMPO conditions are due to thunderstorms or rain showers and the pilot is thoroughly briefed on the possibility of such weather d. None of the above. 		
An alternate must be filed when _____.	e	AFI 11-206 8.4.1
<ul style="list-style-type: none"> a. the worst weather (TEMPO or prevailing) ETA \pm 1 hour is less than 3,000-foot ceiling and 3 SMs or 2 SMs more than the lowest compatible published landing minimum visibility, whichever is greater b. radar is required to fly the planned approach c. flying at night d. All of the above. e. a & b. 		
For an airport to qualify as an alternate, the worst forecasted weather (TEMPO or prevailing) for ETA (\pm 1 hour) must be at or above the following:	d	AFI 11-206 8.5.1
<ul style="list-style-type: none"> a. Ceiling of at least 1,000 feet, or 500 feet above the lowest compatible published landing minimum, whichever is higher. b. Visibility of 2 SMs or 1 SM above the lowest compatible published landing minimum, whichever is higher. c. Weather must permit a VFR descent from the IFR MOCA, if no published approach. d. a & b. e. All of the above. 		
Which of the following qualifies an airport to be designated as an alternate?	c	AFI 11-206 8.5

Item	Answer	Ref
<ul style="list-style-type: none"> a. The airport only has GPS approaches. b. The NAVAID required to fly the approach has been NOTAMed as being unmonitored. c. Forecast weather for the ETA (± 1 hour) must permit a VFR descent from the IFR enroute altitude to a IFR approach and landing if there is no published instrument approach procedure. d. All the above. 		
<p>The PIC will ensure their aircraft can meet or exceed any published climb gradient specified for a published instrument departure procedure.</p>	a	AFI 11-206 8.7.2.3.1
<ul style="list-style-type: none"> a. True. b. False. 		
<p>When flying IFR off airways, the pilot shall fly no lower than the _____.</p>	b	AFI 11-206 8.8
<ul style="list-style-type: none"> a. MEA or MOCA b. OROCA or ORTCA c. Both the above. d. None of the above. 		
<p>Pilots shall fly along the centerline of the direct course between NAVAIDs when operating in controlled airspace under IFR unless</p>	c	AFI 11-206 8.10
<ul style="list-style-type: none"> a. authorized by PMSV. b. operating in restricted airspace. c. operating on MTRs. d. All the above. 		
<p>When operating in controlled airspace, your VOR becomes inoperative. You must _____.</p>	d	AFI 11-206 8.11.2
<ul style="list-style-type: none"> a. descend out of Class A airspace b. squawk 7,500 c. notify the destination FSS d. notify the controlling agency e. All of the above. 		
<p>If you cancel your IFR clearance, who would you notify to ensure flight-following is accomplished?</p>	e	AFI 11-206 8.12
<ul style="list-style-type: none"> a. FSS. b. ARTCC. c. Destination tower. d. Either a or b. e. Either a or c. 		
<p>Pilots must use _____ to determine visibility minimums. _____ may be used if the first is not available.</p>	a	AFI 11-206 8.14.1

Item	Answer	Ref
<ul style="list-style-type: none"> a. RVR, PV b. PV, RVR c. RVR, RVV d. RVV, RVR 		
<p>Pilots shall increase the published visibility minimums of an instrument approach by _____ when the ALS is inoperative.</p> <ul style="list-style-type: none"> a. ½ NM b. ½ SM c. 1 NM d. 1 SM 	b	AFI 11-206 8.14.2
<p>Aerobatics is defined as intentionally performed spins, vertical recoveries, and other maneuvers that require pitch and bank angles greater than _____ °.</p> <ul style="list-style-type: none"> a. 35 b. 45 c. 60 d. 90 	d	AFI 11-206 A1-33
<p>If an aircrew declares minimum fuel, they will be assigned traffic priority.</p> <ul style="list-style-type: none"> a. True. b. False. 	b	AFI 11-206 A1-34
<p>A VFR/low-level navigation map containing all of the information normally on an AF Form 70 may be used in place of an AF Form 70.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	AFI 11-206 2.2.4
<p>Rated pilots may fly and log simulated instrument flight without the use of vision-restricting devices, unless otherwise directed by applicable training syllabi.</p> <ul style="list-style-type: none"> a. True. b. False. 	a	AFI 11-206 5.13.2
<p>You have commenced a published approach and are subsequently advised that the weather has deteriorated below published approach minimums. Which of the following is (are) correct?</p> <ul style="list-style-type: none"> a. The pilot must not deviate from the last ATC clearance before obtaining a new or amended clearance. b. Request clearance to a holding fix or alternate airport as applicable. c. You may continue the approach as published to the published approach minimums. d. Any of the above. 	d	AFI 11-206 8.13.2
<p>ATIS informs you that the weather at your destination is "Sky partially obscured at 100</p>	d	GP 2-11

Item	Answer	Ref
feet, 2,000 feet scattered, 5,000 feet thin broken, 10,000 feet overcast, visibility 3 miles in haze." The ceiling is at _____ feet.		
<ul style="list-style-type: none"> a. 100 b. 2,000 c. 5,000 d. 10,000 		
When receiving your clearance from clearance delivery, you are informed that you are cleared as filed. This means the routes and altitudes in your flight plan have been approved.	b	GP 2-12
<ul style="list-style-type: none"> a. True. b. False. 		
On final, tower clears you for the option. This means that you may _____.	d	GP 2-32
<ul style="list-style-type: none"> a. touch and go b. full stop c. low approach d. Any of the above. 		
Class A airspace extends from _____ MSL to FL _____.	d	GP 3-11 AP 1
<ul style="list-style-type: none"> a. 10,000, 250 b. 10,000, 450 c. 18,000, 300 d. 18,000, 600 		
Height above aerodrome (HAA) is associated with which of the following approaches?	d	GP 2-21
<ul style="list-style-type: none"> a. Localizer. b. ILS. c. PAR. d. Circling. 		
When cleared for a descent at the pilot's discretion, you may temporarily level off at any intermediary altitude; however, once that altitude is vacated, you may not return to that altitude.	a	GP 2-33
<ul style="list-style-type: none"> a. True. b. False. 		
When ATC requests a speed adjustment for spacing, pilots are expected to maintain that speed \pm _____ knots or \pm _____ mach.	b	GP 2-42
<ul style="list-style-type: none"> a. 30, .03 b. 10, .02 c. 20, .01 		
To ensure dissemination of your flight plan, you should plan to file at least _____	a	GP 5-2

Item	Answer	Ref
before your scheduled takeoff for a controlled flight.		
<ul style="list-style-type: none"> a. 30 minutes (1 hour in some areas) b. 90 minutes c. 2 hours 		
Class D airspace has the following dimensions _____.	a	GP 3-16 AP 1
<ul style="list-style-type: none"> a. surface to 2,500 ft AGL within 5 SM of the airport b. surface to 3,000 ft AGL within 5 SM of the airport c. 700 AGL to 1,200 AGL within 3 SM of the airport d. 1,200 ft AGL to 4,000 ft AGL from 5 NM to 10 NM from the airport 		
An ATC clearance is required when operating either IFR or VFR in Class B airspace.	a	GP 3-19 AP 1
<ul style="list-style-type: none"> a. True. b. False. 		
When an aircraft is vectored off a previously assigned route, the controller is required to inform the pilot of the airway, route, or point to which the aircraft is being vectored.	a	GP 5-13
<ul style="list-style-type: none"> a. True. b. False. 		
A pilot on a VFR flight plan must establish radio contact with ATC prior to entering Class C airspace.	a	GP 3-19 AP 1
<ul style="list-style-type: none"> a. True. b. False. 		
Pilots must advise base operations or the tie-in FSS serving the departure stopover airport when actual departure time will be delayed _____.	b	GP 4-7
<ul style="list-style-type: none"> a. 30 minutes or more b. 1 hour or more c. 15 minutes for jet aircraft; 30 minutes for reciprocal aircraft d. in excess of that proposed on DD Form 175 		
The 47 FTW Wing Commander is approval authority for deviatons from the quiet hour policy.	A	LAFBI 11-201 vol. 1
<ul style="list-style-type: none"> a. True b. False 		
The 47 Operations Group Commander must approve	D	LAFBI 11-201 vol. 1
<ul style="list-style-type: none"> a. opposite direction departures/arrivals. b. Category III operations. c. dual runway operations. d. A and B. 		

Item	Answer	Ref
e. all of the above.		
While in the local flying area, unless other parameters are coordinated with RAPCON, wingmen cleared "non-standard formation" will remain within ___ mile(s) horizontally and ____ vertically of lead.	D	LAFBI 11-201 vol. 1
a. 1, 1500'		
b. 2, 1000'		
c. 1, 1000'		
d. 2, 1500'		
At Laughlin, on other than instruments status, aircraft in the RSU/Tower VFR patterns will cross the field boundary at or below 1600'.	B	LAFBI 11-201 vol. 1
a. True		
b. False		
At Laughlin, on a Restricted Pattern status, pattern entry is allowed from a straight-in from the radar entry point.	A	LAFBI 11-201 vol. 1
a. True		
b. False		
At Laughlin, after exiting the runway, do not proceed onto the parallel taxiway until ground acknowledges your radio call.	A	LAFBI 11-201 vol. 1
a. True		
b. False		
In the local flying area, if cleared direct to an area/fix, any previous altitude restrictions are cancelled and an intermediate level off is authorized.	B	LAFBI 11-201 vol. 1
a. True		
b. False		
At Laughlin, during a pattern check, if IMC conditions are inadvertently encountered, maintain 4000' and contact Arrival on channel 10 for an instrument recovery.	A	LAFBI 11-201 vol 1
a. True		
b. False		
At Laughlin, for a 1 minute formation departure, "two" squawks ____ until rejoined.	D	LAFBI 11-201 vol. 4
a. 1200		
b. 0222		
c. as assigned		
d. 0277		
During a 1 minute interval departure, aircrews are responsible for separation between aircraft within the formation, unless the flight lead specifically requests IFR separation from the wingman.	A	LAFBI 11-201 vol. 4

Item	Answer	Ref
a. True b. False		
At Laughlin, if cleared off a coded recovery prior to 20 DME, the 6000' restriction is cancelled unless restated by the controller.	A	LAFBI 11-201 vol. 4
a. True b. False		
All aircrews will squawk 0277 when established in the pattern.	B	LAFBI 11-201 vol. 4
a. True b. False		
If established in the pattern and radio contact cannot be established with Tower prior to ___ DME on departure leg, aircrews will proceed to the VFR entry point, climbing to _____.	D	LAFBI 11-201 vol. 4
a. 3, 3500' b. 5, 3500' c. 3, 3100' d. 5, 3100'		
At Laughlin, if not executing a closed pattern, you may turn crosswind at your discretion.	B	LAFBI 11-201 vol. 4
a. True b. False		
At Laughlin, for an actual breakout at night, climb to _____, heading _____. When clear of outside downwind, contact Arrival (channel ___) with your specific request.	C	LAFBI 11-201 vol. 4
a. 3100, 035, 10 b. 3500, 045, 12 c. 3100, 045, 10 d. 3500, 045, 10		