

Company Indoctrination Training Exam

Pass Mark is 80% (67 out of 84)

Canadian Aviation Regulations

1. The Canadian Aviation Regulations and Commercial Air Service Standards relating to an Air Taxi operations can be found under:
 - a) 700/720
 - b) 702/722
 - c) 703/723
 - d) 704/724

2. The Canadian Aviation Regulations and Commercial Air Service Standards relating to Aerial Work can be found under:
 - a) 700/720
 - b) 702/722
 - c) 703/723
 - d) 704/724

3. Every air operator shall establish a system that monitors:
 - a) Flight time
 - b) Flight duty time
 - c) Rest periods
 - d) All of the above

4. No air operator shall assign a flight crew member for flight time, and no flight crew member shall accept such an assignment, if the flight crew member's total flight time in all flights conducted by the flight crew member will, as a result exceed:
 - a) 1,000 hours in any 365 consecutive days
 - b) 300 hours in any 120 consecutive days
 - c) 120 hours in any 30 consecutive days
 - d) All of the above

5. No air operator shall assign a flight crew member for flight duty time, and no flight crew member shall accept such an assignment, if the flight crew member's flight duty time will, as a result, exceed:
- a) 12 consecutive hours
 - b) 14 consecutive hours
 - c) 15 consecutive hours
 - d) 16 consecutive hours
6. The "minimum rest period" means a period during which a flight crew member is free from all duties, is not interrupted by the air operator, and is provided with an opportunity to obtain not less than ___ hours of sleep in suitable accommodation, time to travel to and from that accommodation and time for personal hygiene and meals.
- a) 7
 - b) 8
 - c) 9
 - d) 10
7. A flight crew member is assigned to flight duty time which includes a rest period of four hours. Because of this rest period, the flight crew member's flight duty time may be extended to a maximum of:
- a) 2 hours
 - b) 3 hours
 - c) 15 hours
 - d) 16 hours
8. In the above situation, the air operator must:
- a) Provide the flight crew member with suitable accommodation
 - b) Provide the flight crew member with advance notice of the extension of flight duty time
 - c) Not interrupt the flight crew member's rest during the rest period
 - d) All of the above
9. If the flight duty time is extended as stated above in Question 8, the minimum rest period following the extension of flight duty time shall be increased by at least:
- a) 1 hour
 - b) 2 hours
 - c) 4 hours
 - d) 10 hours

10. A flight crew member is notified of a delay in reporting time of 4 hours before leaving the rest facility. The flight crew member's flight duty time is considered to have started ___ hours after the original reporting time:
- a) 0
 - b) 2
 - c) 3
 - d) 4
11. An air operator shall provide each flight crew member with at least one period of at least 24 consecutive hours:
- a) 3 times within each 30 consecutive days
 - b) 5 times within each 30 consecutive days
 - c) 6 times within each 30 consecutive days
 - d) 8 times within each 30 consecutive days
12. Operations conducted under Subpart 703 of the Canadian Aviation Regulations require a Type ___ Operational Control System.
- a) A
 - b) B
 - c) C
 - d) D
13. According to the *Canadian Aviation Regulations*, a person, qualified and knowledgeable in the air operator's flight alerting procedures, shall be on duty or available when _____ flight operations are being conducted.
- a) IFR
 - b) IFR and VFR at night
 - c) VFR at night
 - d) VFR and IFR
14. According to the *Canadian Aviation Regulations*, the operational flight plan:
- a) Need not be a formal document
 - b) For day VFR, the ATC flight plan or flight itinerary may constitute the air operator's operational flight plan.
 - c) Shall adhere to the full 30 item list in CASS 723.18
 - d) Shall use the abbreviated 18 item list in CASS 723.18

15. According to the *Canadian Aviation Regulations*, no air operator may operate a single-engined aircraft with more than ____ passengers.
- a) 6
 - b) 8
 - c) 9
 - d) 10
16. Except during take-off and landing, no person shall operate an aircraft at less than ____ feet AGL or at a horizontal distance of less than ____ feet from any obstacle.
- a) 300; 300
 - b) 500; 500
 - c) 1,000; 500
 - d) 1,000; 1,000

Company Operations Manual

General

17. According to the Company Operations Manual, "Check Out Time" for a pilot means:

- a) The aircraft shut down time for the last flight of the day
- b) The time when a flight crew member is relieved of company duties. This time shall be at least 15 minutes after the end of the last flight time.
- c) The time when a flight crew member is relieved of company duties. This time shall be at least 30 minutes after the end of the last flight time.
- d) None of the above

18. According to the Company Operations Manual, a "sight-seeing flight" means:

- a) A flight that departs and arrives at the same airport
- b) A flight that departs and arrives at the same airport, having no intermediate stops
- c) A flight that has no intermediate stops, for the purpose of sight-seeing only
- d) A flight that departs and arrives at the same airport, having no intermediate stops, for the sole purpose of sight-seeing

19. Which of the following is considered an "unforeseen operational circumstance"?

- a) Air traffic control delays
- b) Unforecast weather
- c) Aircraft equipment malfunction
- d) All of the above

20. Where there is an amendment to the Company Operations Manual, the holder of the manual shall:

- a) Destroy the removed pages
- b) Keep the removed pages in a separate binder
- c) Retain the removed pages until completion of the next Transport Canada audit
- d) None of the above

21. Which of the following documents shall be carried on board the aircraft during flight?

- A. Company Operations Manual
- B. Aeronautical Information Manual
- C. Blank Weight & Balance Forms
- D. Canada Flight Supplement
- E. Navigational Charts
- F. Aircraft Journey Log
- G. Aircraft Technical Log
- H. Pilot Operating Handbook

- a) A, B, C, D, E, F, G, H
- b) A, C, D, E, F, H
- c) A, D, E, F, H
- d) A, C, D, F, H

Chapter 2: Company Organization

22. Who is responsible for the safe control of operations and operational standards of the aircraft operated by the Company?

- a) Chief Pilot
- b) President
- c) Operations Manager
- d) Pilot In Command

23. Who is responsible for the processing and distribution of accident, incident, and other occurrence reports, and if necessary taking corrective action?

- a) Chief Pilot
- b) President
- c) Operations Manager
- d) Pilot In Command

24. What equipment will be readily available to the pilot for use in each aircraft?

- a) Oil, funnel and rags
- b) Fuel strainer, fuel dipstick and in Winter, a snow brush
- c) Aircraft tow bar
- d) All of the above

Chapter 3: Operational Control System

25. Current information on the location the Company's aircraft shall be maintained by the:

- a) Chief Pilot
- b) Pilot In Command
- c) Operations Manager
- d) Duty Person

26. The Duty Person shall be:

- a) On duty or available by telephone when any flight operations are being conducted
- b) Available at the main base of operations when any flight operations are being conducted
- c) Both (a) and (b) are correct
- d) None of the above

27. Which of the following are listed as Flight Preparation Procedures in the Company Operations Manual?

- A. Reviewing the weather
- B. Reviewing Standard Operating Procedures
- C. Completing a pre-flight check
- D. Reviewing the journey log
- E. Consulting the Maintenance Manager
- F. Completing a weight and balance
- G. Completing an Operational Flight Plan
- H. Filing a Flight Plan or Itinerary

- a) A, B, C, D, E, F, G, H
- b) A, B, C, F, G, H
- c) A, C, D, F, G, H
- d) A, C, D, G, H

28. A flight release will be deemed to have been given when the:
- a) Flight Preparation Procedures have been completed
 - b) Flight Preparation Procedures have been completed and the flight may be conducted in accordance with the Canadian Aviation Regulations and Standards
 - c) Flight Preparation Procedures have been completed and the PIC has determined that the flight may be conducted in accordance with the Air Operator Certificate and Specifications, and all Canadian Aviation Regulations and Standards
 - d) PIC has determined that the aircraft is airworthy
29. Under which circumstances may a Special Purpose Operational Flight Plan be used? Where the flight:
- a) Is a local flight within 25 nautical miles of the departure aerodrome
 - b) Is a local flight within 25 statute miles of the departure aerodrome
 - c) Terminates at the departure aerodrome
 - d) Both (a) and (c) are correct
30. How long will the Company retain an Operational Flight Plan?
- a) For at least 5 years or until after completion of the next Transport Canada audit, whichever is the later
 - b) For at least 3 years or until after completion of the next Transport Canada audit, whichever is the later
 - c) For at least 5 years
 - d) For the period specified in the Canadian Aviations Regulations
31. If the PIC makes changes to the route of a flight, how must the change be recorded on the Operational Flight Plan?
- a) A new Operational Flight Plan must be prepared and the original OFP should be destroyed
 - b) A new Operational Flight Plan must be prepared and "Superceded" should be written on the original OFP
 - c) The affected line should be scribbled out and the change should be added on a new line
 - d) The affected line should be crossed out with one line and the change should be added on a new line

32. With respect to Operational Information Bulletins, pilots are required to:
- a) Check for new bulletins upon reporting for duty
 - b) Check for, read and initial new bulletins upon reporting for duty
 - c) Check for new bulletins once per week
 - d) Check for, read and initial new bulletins, once per week
33. If a flight originates at the main base of operations, but the Duty Person is not at the base for the duration of the flight, which of the following is true?
- a) The Duty Person must be available by telephone at all times during the flight
 - b) The Duty Person must have access to a copy of the Operational Flight Plan at all times
 - c) The PIC must e-mail or fax a copy of the Operational Flight Plan to the Duty Person or relay by telephone the details of the OFP
 - d) All of the above
34. If there are any changes to a flight in respect of route or duration, the PIC shall notify, as soon as practicable:
- a) The Duty Person
 - b) An ATC unit, Flight Service Station, Community Aerodrome Radio Station or Responsible Person as appropriate
 - c) The Duty Person as well as an ATC unit, Flight Service Station, Community Aerodrome Radio Station or Responsible Person as appropriate
 - d) The Operations Manager
35. Where can the aeroplane Operational Empty Weight be found?
- a) Journey Log
 - b) Technical Log
 - c) Listed on the Weight & Balance Form
 - d) All of the above
36. Under what circumstances may a single weight and balance form be used for more than one flight?
- a) When the flights are consecutive flights conducted on the same day
 - b) For a series of consecutive flights carrying the same load
 - c) For any flights carrying the same load
 - d) Under no circumstances may a single weight and balance form be used for more than one flight

37. When departing from an airport other than Owen Sound, what is the proper procedure with respect to the Weight and Balance Form? The PIC shall:
- a) Carry the original Weight & Balance Form onboard
 - b) Leave a copy of the completed and signed Weight & Balance Form at the point of departure
 - c) Both (a) and (b) are correct
 - d) None of the above
38. Which statement is true with respect to using a Pre-Calculated Weight & Balance Loading?
- a) Pre-Calculated Weight & Balance Loadings can be found in the back of the Operations Manual
 - b) A Pre-Calculated Weight & Balance should be referred to by its number on the Operational Flight Plan
 - c) Both (a) and (b) are true
 - d) None of the above
39. Which statement is true with respect to carry-on baggage? Carry on Baggage:
- a) Is permitted as long as it can fit underneath the passenger's seat
 - b) Is permitted as long as it fits into the seat back pockets
 - c) Is permitted, provided the PIC adds 13 lbs to the weight of the passenger
 - d) Is not permitted

Chapter 4: Operating Requirements

40. What is the minimum fuel and oil that must be carried onboard during 703 operations? Sufficient fuel and oil to:
- a) Fly to the destination plus 30 minutes
 - b) Fly to the destination plus 30 minutes, and taking into account any foreseeable delays
 - c) Fly to the destination plus 60 minutes
 - d) Fly to the destination plus 60 minutes, and taking into account any foreseeable delays

41. What is the correct procedure when fuelling the airplane with passengers on board?
- a) The pilot must supervise the fuelling and remain near the aeroplane main exit to immediately communicate with and assist the evacuation of passengers in an emergency
 - b) The exits must be clear of obstruction
 - c) Both (a) and (b) are correct
 - d) None of the above. The airplane may not be fuelled with passengers on board.
42. What action should be taken by the PIC if weather conditions are encountered that are below VFR? The PIC will:
- a) Attempt to return to VFR as soon as possible and in a safe manner
 - b) Notify ATC to ensure traffic separation and to assist with returning to VFR conditions
 - c) Report the details to the Chief Pilot in writing
 - d) All of the above
43. What is the minimum visibility required when departing VFR from an uncontrolled airport?
- a) 1 SM
 - b) 2 SM
 - c) 3 SM
 - d) 1 NM
44. Under what conditions may Special VFR be authorized?
- a) Only when suggested by ATC; the PIC cannot ask for Special VFR
 - b) When the airplane can be operated clear of cloud
 - c) When the airplane can be operated with at least one mile of visibility and clear of cloud
 - d) When the airplane can be operated with at least one mile of visibility and at least 500' vertically from cloud
45. Which of the following instruments is not required for Day VFR flight?
- a) Airspeed Indicator
 - b) Turn Co-ordinator
 - c) Magnetic Compass
 - d) None of the above are required for Day VFR

46. A "Walkman" or similar device:

- a) May not be worn by any passenger from the point of take-off until landing
- b) May not be worn by any passenger from the point of start up until shut down
- c) May not be worn by any passenger while he/she is walking to or from the airplane
- d) May be used at any time

47. Under what circumstances may passengers enter or exit the aircraft while the engine is running?

- a) Passengers must be briefed in accordance with the procedures in the Company operations Manual
- b) Passengers must be under the direct supervision of a flight crew member
- c) Both (a) and (b) are correct
- d) None of the above. Passengers are not permitted to enter or exit the aircraft while the engine is running

48. Where conditions are such that frost, ice or snow may reasonably be expected to adhere to the aircraft, the aircraft must be inspected immediately prior to take-off by:

- a) The Pilot in Command
- b) A flight crew member designated by the Pilot in Command
- c) Someone other than a crew member who has been designated by the operator and has completed the appropriate training
- d) All of the above

49. According to the Company Operations Manual, which of the following methods is approved for the removal of a frozen contaminant from a critical surface?

- a) Brushing
- b) Putting the airplane in a warm hangar
- c) The application of de-icing fluid
- d) All of the above

Chapter 5: Passenger and Cabin Safety

50. Who is responsible for loading passenger baggage?

- a) Passengers may load their own baggage
- b) The PIC
- c) The Chief Pilot
- d) Any of the above

51. The most appropriate time for the initial passenger safety briefing is:

- a) Prior to engine start
- b) Just after engine start
- c) Prior to take-off
- d) Just after take-off

52. Prior to take-off, passengers should be briefed on the location of:

- a) The fire extinguisher
- b) The ELT
- c) The first aid kit and the survival kit
- d) All of the above

53. After landing, passengers should be briefed:

- a) On the most hazard free route for movement away from the airplane
- b) That they should remain seated until the aircraft comes to a complete stop
- c) On any dangers associated with the airplane, such as the location of the pitot tube and the propeller
- d) All of the above

54. Under what circumstances may the pre take-off briefing be omitted?

- a) Where no additional passengers have embarked the flight for subsequent take-offs and landings the same day
- b) Where the passenger has flown with the company more than once before
- c) If the PIC has verified that safety belts and harnesses are properly fastened and seat backs are secure
- d) Both (a) and (c) are correct

55. What information should be included in the individual safety briefing?
- a) Any information in the standard safety briefing and the safety features card that the person would not have been able to receive during the normal conduct of that safety briefing
 - b) The most appropriate brace position for that passenger
 - c) The location to place any service animal that accompanies that passenger
 - d) All of the above
56. Where there is an infant onboard, what should be included in the individual safety briefing for the person responsible for the infant?
- a) The method of holding the infant for take-off and landing
 - b) Instructions pertaining to the use of the child restraint system
 - c) The recommended brace position
 - d) All of the above

Chapter 6: Flight in Hazardous Conditions

57. What hazard does rain on the windscreen produce?
- a) It causes the eye to see a horizon above the true horizon
 - b) It causes objects $\frac{1}{2}$ NM away to appear 260' higher than they actually are
 - c) It causes objects $\frac{1}{2}$ NM away to appear 260' lower than they actually are
 - d) None of the above
58. Severe turbulence may extend up to ___ NM from a severe thunderstorm.
- a) 5
 - b) 10
 - c) 20
 - d) 25
59. The probability of a lightning strike occurring to an aircraft is most likely when the aircraft is flown at altitudes where temperatures are between:
- a) -5°C and $+5^{\circ}\text{C}$
 - b) -5°C and 0°C
 - c) -10°C and 0°C
 - d) -5°C and $+10^{\circ}\text{C}$

60. Which of the following would indicate severe activity in a thunderstorm?

- a) Cloud tops of 35,000 feet or higher
- b) Frequent lightning
- c) Both (a) and (b)
- d) None of the above

61. If you can see through to the other side of a thunderstorm:

- a) It is safe to fly under it to get to the other side
- b) Turbulence will be less severe beneath the storm
- c) Both (a) and (b)
- d) None of the above

62. If you cannot avoid a thunderstorm, which of the following measures should be taken?

- a) Increase your power setting to give the airplane some momentum through the turbulence
- b) Turn down the cockpit lighting to a low intensity to minimize temporary blindness from lightning
- c) Ensure that the carburetor heat is on
- d) All of the above

63. If you enter a thunderstorm, which of the following is true?

- a) You should not turn back once you have entered a thunderstorm. Maintain a constant heading through the storm.
- b) The power setting should be adjusted according to the level of turbulence encountered
- c) You should attempt to maintain a constant altitude through the thunderstorm
- d) All of the above

64. Low level wind shear can create a severe hazard for aircraft within:

- a) 300 feet
- b) 500 feet
- c) 1,000 feet
- d) 2,000 feet

65. Which statement is true with respect to microbursts?
- a) Microbursts are normally accompanied by heavy rain
 - b) The life cycle of a microburst is usually not more than 15 minutes
 - c) Once microburst activity starts, multiple microbursts in the same general area are common and should be expected
 - d) All of the above
66. With respect to wing tip vortices, the greatest vortex strength occurs under conditions of:
- a) Heavy weight
 - b) Flaps down configurations
 - c) Relatively high speeds
 - d) All of the above
67. With respect to wing tip vortices, at what point does vortex generation end?
- a) When the airplane is in Ground Effect
 - b) When the main wheels touch the ground
 - c) When the nose wheel touches the ground
 - d) None of the above
68. When taking off behind a large aircraft that has just departed, you should:
- a) Plan to become airborne prior to the point of rotation of the preceding aircraft
 - b) Plan to become airborne beyond the point of rotation of the preceding aircraft
 - c) Plan to become airborne at the point of rotation of the preceding aircraft
 - d) None of the above
69. The cloud in which icing most frequently occurs in winter is:
- a) Cumulus
 - b) Cumulonimbus
 - c) Altocumulus Castellanus
 - d) Stratocumulus

70. Which of the following are characteristics of icing on the propeller:

- a) Rough running engine
- b) Decreased power
- c) Both (a) and (b)
- d) None of the above

71. When icing is encountered in flight, what is the best way to exit icing conditions?

- a) Execute a 180° turn
- b) Climbing or descending out the icing layer
- c) Either (a) or (b)
- d) None of the above

72. Which of the following would be considered “light turbulence”?

- a) A momentary change in altitude
- b) A definite strain against the seat belt
- c) Both (a) and (b)
- d) None of the above

73. If a pilot enters whiteout conditions, what actions should be taken?

- a) Immediately climb if at low level
- b) Turn towards an area where sharp terrain features exist
- c) Terminate the flight as soon as practicable if the pilot is not prepared or competent to continue with reference to the instruments
- d) All of the above

74. What conditions are causes of White Out?

- a) Water-fog whiteout resulting from thin clouds of super-cooled water droplets in contact with the cold snow surface
- b) Blowing Snow
- c) Precipitation whiteout resulting from small wind-driven snow crystals falling from low clouds above which the sun is shining
- d) All of the above

Chapter 7: Crew Qualifications and Duty Times

75. Who is responsible to ensure that all licences, certificates and ratings are in force before flying company aircraft?

- a) Operations Manager
- b) Pilot-In-Command
- c) Chief Pilot
- d) Both (a) and (b)

76. Where a competency check or annual training is renewed within _____ days of its validity period, its validity period is extended by 12 months.

- a) 30
- b) 45
- c) 60
- d) 90

77. Except for training, positioning and ferry flights, the PIC shall have completed:

- a) If carrying passengers, at least 10 hours flight time as PIC on type
- b) If carrying passengers, at least 5 hours flight time as PIC on type
- c) 3 take-offs and landings in the past 90 days
- d) Both (b) and (c)

Chapter 8: Emergency Procedures and Equipment

78. Where can the procedures for reporting an aviation occurrence be found?

- a) The Aeronautical Information Publication
- b) The Aeronautical Information Manual
- c) The Canadian Aviation Regulations
- d) All of the above

79. Where can a copy of the "Aircraft Accident/Incident/Overdue Emergency Checklists and Instructions" be found?

- a) In the Company Operations Manual
- b) Posted by a telephone at the main base of operations
- c) Both (a) and (b)
- d) None of the above

80. A person who has reason to believe that an aircraft is overdue, or any other person who has been directed by that person to do so, shall immediately, by the quickest means available, notify:

- a) An air traffic control unit
- b) A flight service station or a Rescue Co-ordination Centre
- c) A community aerodrome radio station
- d) Any of the above

81. What action should be taken if an aircraft is 60 Minutes late?

- a) Contact the appropriate air traffic service unit
- b) Continue the communications search
- c) Contact the Rescue Co-ordination Centre
- d) All of the above

82. In preparation for an emergency landing, passengers should be briefed on:

- a) Seat belts and safety harnesses
- b) The brace position
- c) The safety features card
- d) All of the above

83. An aircraft without an ELT may be flown in a 702 or 703 operation if:

- a) There are no passengers on board
- b) The aircraft is flown within 25 NM of the point of departure
- c) Both (a) and (b)
- d) None of the above

84. In the event of unlawful interference (hijacking), what is the correct transponder code?

- a) 7500
- b) 7600
- c) 7700
- d) Any of the above