

GACE flying Club Ground Review, 2012

Date: \_\_\_\_\_

Name: \_\_\_\_\_ GACE# \_\_\_\_\_ Score: \_\_\_\_\_

Checked by: \_\_\_\_\_ CFI# \_\_\_\_\_ Date: \_\_\_\_\_

Instructions: Fill in the blank, circle the appropriate letter or match the correct answers as indicated. All questions assume that operations are conducted under 14 CFR Part 91.

All pilots should answer questions 1-19  
Instrument pilots should answer all questions.

Materials needed: Current 14 CFR (FARs), current AIM, current Airport/Facility Directory, Current New York VFR Terminal Area Chart, Current New York Sectional Chart, faa.gov-click onto Advisory Circular and follow links, Current Low Altitude Chart (Instrument pilots only), Current Instrument Approach Charts for New York and Connecticut (Instrument pilots only).

- 1) To act as pilot-in-command, what must a pilot have in his/her physical possession or readily accessible in the aircraft? (14 CFR 61.3)
  - a) pilot certificate and class three medical.
  - b) pilot certificate, state photo identification and class three medical.
  - c) valid pilot certificate, photo identification and appropriate medical certificate.
  
- 2) To remain current as a private pilot and carry passengers, a pilot must have made, within the preceding 90 days-three takeoff and landings as the sole manipulator of flight controls of an aircraft of the same category and class and, if a type rating is required, of the same type. (14 CFR 61.56, 61.57)  
Takeoffs and landings required by this regulation may be accomplished in a flight simulator or flight training device.
  - a) True
  - b) False

3) How can a pilot determine if his/her aircraft is equipped with a Mode C altitude encoding transponder?

(14 CFR 91.203, 91.9)

- a) The aircraft Pilot's Operating Handbook
- b) Airworthiness Certificate
- c) Registration Certificate
- d) Weight and balance data.

4) Pilots who are convicted of any law relating to drugs or alcohol related to motor vehicle action must notify the FAA, Civil Aviation Security Division (AMC-700) not later than:(14 CFR 61.15)

- a) ten business days from pilot's notice of conviction
- b) thirty days from pilot's notice of conviction
- c) sixty days after the motor vehicle action.

5) On preflight inspection, you find the left fuel gauge inoperative. Which statement is true? (14 CFR 91.213)

- a) You may make the flight, as long as you placard the gauge as "inoperative" and make an entry in the maintenance records.
- b) You may make the flight, as long as you placard the gauge as "inoperative", make an entry in the maintenance records and visually confirm the amount of fuel in the left fuel tank.
- c) You may not make the flight.

6) Which statement is correct with respect to minimum safe altitudes (assume that you are not taking off or approaching to land)? (14 CFR 91.119)

- a) Over a congested area of a city, town or settlement or over any open air assembly of persons, the minimum altitudes is 1,000 feet over the highest obstacle with 3,000 feet of the aircraft.
- b) At any location, at an altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface or to the occupants of the aircraft.
- c) Over other than congested areas, at an altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure.

- 7) With respect to passengers, what obligation, if any, does a pilot in command have concerning the use of safety belts?(14 CFR 91.107)
- a) The pilot in command must instruct the passengers to keep their safety belts fastened for the entire flight.
  - b) The pilot in command must brief the passengers on the use of safety belts and notify them to fasten their safety belts during taxi, takeoff, and landing.
  - c) The pilot in command has no obligation in regard to passenger's use of safety belts.
- 8) An ATC clearance provides; (Pilot/Controller Glossary)
- a) priority over all other traffic
  - b) adequate separation from all traffic
  - c) authorization to proceed under specified traffic conditions in controlled airspace.
- 9) You have just landed on Runway 24 at ISP and are approaching Runway 33L. You are at a safe speed to make a turn off of the runway. Prior to landing, the controller advised you, "minimum time on the runway, 737 landing 2 miles behind you". In absence of further instruction from the tower controller, what action should you take? (AIM, para 4-3-20)
- a) Turn off onto Runway 33L, to minimize your time on the runway
  - b) Turn off onto Taxiway B
  - c) Speed up to high speed taxi and continue to Taxiway W, so as to immediately increase the spacing between your aircraft and the landing 737.
- 10) During hours that the ISP Control Tower is not in operation, what type of airspace exists within a 5-nm radius of the airport at and below 1,500 feet? (Airport Facility Directory)
- a) Class C. as long as the Airport Surveillance Radar is in service.
  - b) Class G.
  - c) Class E
- 11) What airspace exists at 900 feet above Brookhaven Airport, HWV? (New York Sectional)
- a) Class C
  - b) Class G
  - c) Class E

12) During operations within controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum distance above clouds requirement for VFR is; (14 CFR 91.155)

- a) 500 feet
- b) 1,000 feet
- c) 1,500 feet

13) VFR flight in controlled airspace above 1,200 feet AGL and below 10,000 feet MSL requires a minimum visibility and vertical cloud clearance at (14 CFR 91.155)

- a) 3 miles, and 500 feet below or 1,000 feet above the clouds in controlled airspace.
- b) 5 miles, and 1,000 feet below or 1,000 feet above the clouds at all altitudes.
- c) 5 miles, and 1,000 feet below or 1,000 feet above the clouds only in Class A airspace.

14) What ATC facility should the pilot contact to receive a special VFR departure clearance in Class D airspace when there is no control tower in service? ( AIM 4-4-6)

- a) Airport manager
- b) Self announce of the Unicom
- c) FSS or Center

15) May a pilot operate an aircraft that is not in compliance with an Airworthiness Directive, AD; (14 CFR 39.3)

- a) Yes, under VFR conditions only
- b) Yes, AD's are only voluntary
- c) Yes, if allowed by the AD

16) VFR approaches to land at night should be accomplished; (FAA-H-8083-3)

- a) at a higher airspeed
- b) with a steeper descent
- c) the same as during daytime

17) When should pilots decline a land and hold short (LAHSO) clearance? (AIM 4-3-11)

- a) When it will compromise safety
- b) Only when the tower operator concurs
- c) Pilots can not decline clearance

18) Where is the "Available Landing Distance" (ALD) data published for an airport that utilizes Land and Hold Short Operations (LAHSO)? (AIM 4-3-11)

- a) Special Notices Section of the Airport/Facility Directory (A/FD)
- b) 14 CFR Part 91, General Operating and Flight Rules
- c) Aeronautical Information Manual (AIM)

19) What is the purpose of the runway/runway hold position sign? (AIM 2-3-8)

- a) Denotes entrance to runway from a taxiway.
- b) Denotes area protected for an aircraft approaching or departing a runway
- c) Denotes intersecting runways.

Note: Questions 20 to 24 are required for instrument rated pilots only.

20) A pilot's recent IFR experience expires on July 1 of this year. What is the latest date the pilot can meet the IFR experience requirement without having to take an instrument proficiency check? (14CFR 61.57)

- a) December 31, this year.
- b) June 30, next year.
- c) July 31, this year.

21) How can a pilot determine if a Global Positioning System (GPS) installed in an aircraft is approved for IFR enroute and IFR approaches? (AC 20-138, page 21)

- a) Flight manual supplement.
- b) GPS operator's manual.
- c) Aircraft owner's handbook.

22) Which procedure should you follow if you experience two-way communications failure while holding at a holding fix with an EFC time? (The holding fix is not the same as the approach fix). (14 CFR 91.185)

- a) Depart the holding fix to arrive at the approach fix as close as possible to the EFC time.
- b) Depart the holding fix at the EFC time.
- c) Proceed immediately to the approach fix and hold until the EFC.

23) If during a VFR practice instrument approach, Radar Approach Control assigns an altitude or heading that will cause you to enter the clouds, what action should be taken? (AIM 5-5-6)

- a) Enter the clouds, since ATC authorization for practice approaches is considered an IFR clearance.
- b) Avoid the clouds and inform ATC that altitude/heading will not permit VFR.
- c) Abandon the approach.

24) When may a pilot make a straight-in landing, if using an IAP having only circling minimums? (AIM 5-4-20)

- a) A straight-in landing may not be made, but the pilot may continue to the runway at MDA and then circle to land on the runway.
- b) The pilot may land straight-in if the runway is the active runway and he has been cleared to land.
- c) A straight-in landing may be made if the pilot has the runway in sight and sufficient time to make a normal landing, and has been cleared to land.

End of Test