

6. An aircraft is loaded in accordance with CASR 121 MOS 10.02, however a last minute change is made before the doors are closed. The aircraft may depart without supplementary weight and balance documentation if:
  - a. the weight remains the same.
  - b. the load has not shifted and the weight remains the same.
  - c. the pilot in command is aware of the change and has been visually shown the changes.
  - d. the operator has certified the change in place of the pilot in command.
  - e. the change is certified as approved as per the operators exposition.
  
7. On a flight from Melbourne to Singapore, it is expected that you will be 'coasting out' (leaving land to fly over water) once you leave Darwin. This flight requires the carriage of life rafts. Which of the following statements is correct regarding the briefing on the use of life rafts?
  - a. The briefing must be done whilst still on the ground at Melbourne, and must include a practical demonstration on the inflation of the raft.
  - b. The briefing need not be done unless a ditching is imminent.
  - c. The briefing must be done before flying over water by means of a video showing the operation of the life-rafts.
  - d. The briefing must be done before take-off and must be done verbally.
  
8. You hold an ATPL but you do not hold an instructor rating. With the permission of the authority, you may endorse:
  - a. only an ATPL holder even though you do not hold an endorsement yourself.
  - b. only a CPL and an ATPL holder even if you are not endorsed on the aircraft yourself.
  - c. an ATPL but not a CPL holder.
  - d. none of the above.
  
9. Your flight is to Adelaide in a Metroliner aircraft (propeller driven, MTOW 6803kg) that meets ICAO noise standards. ETA is 2035 UTC, but you actually enter the circuit area at 2015 UTC. Which of the following statements is correct?
  - a. You may land in any aircraft type as you had actually planned to land after the curfew.
  - b. You may land due to your aircraft type.
  - c. You must hold until 2030.
  - d. You may land if it is daytime - as the curfew only applies if it is night time.

15. Your two-pilot operation was rostered for a seven-hour FDP to return to home base under appendix four. This FDP was extended to 10 hours. What is the minimum rest period required before commencing the next FDP? Your next flight operates under appendix one.
  - a. 12 hours.
  - b. 10 hours.
  - c. 10 hours, limited by time-zone displacement.
  - d. 10 hours, with 8 hours of sleep opportunity.
  
16. Your 15-hour FDP has ended at home base in Norfolk Island (YSNF). Your four-pilot operation departed a Boeing 747 from Perth (YPPH) at 7am on a sunny day in September. The crew bunks were converted into freight storage. You have access to a class 3 seat. The pilots are not limited by cumulative duty time but are not acclimatised. Your AOC operates under appendix two. What is the minimum rest period required preceding the next flight?
  - a. 12 hours.
  - b. 17 hours.
  - c. 18.5 hours.
  - d. 21.5 hours.
  
17. Your aircraft is required to be fitted with a serviceable weather radar. The flight departs Sydney for Perth via Adelaide. At Adelaide, the radar becomes unserviceable and cannot be repaired the same day. Which statement is correct?
  - a. Your aircraft is grounded until radar is fixed.
  - b. You may continue to operate without restriction.
  - c. You can operate provided certain planning conditions are observed, that is you plan to avoid turbulent clouds.
  - d. You may fly to your next destination where the radar must be fixed.
  
18. Your aircraft is fitted with a Mode S transponder. Which of the following statements is correct regarding the use of this equipment?
  - a. It is required to be operating only when in controlled airspace.
  - b. When instructed to squawk a discrete code, you should set the code then press the ident button.
  - c. It must be transferred from STANDBY to ALT only when lining up.
  - d. On receipt of taxi clearance or push back, it should be selected to ALT/AUTO.
  
19. You are operating a pressurised, turbine aircraft on an Air Transport flight from a regional aerodrome. The gross weight of the aircraft is 4200 kgs. In regards to the altitude alert system, which statement is correct?
  - a. It is not required to be fitted as the aircraft is less than 5700 kg.
  - b. It is not required to be fitted if only cargo is being carried.
  - c. If, within the last 72 hours, became unserviceable, the flight may proceed if no repair facility is available.
  - d. It must be serviceable for flight in CTA but not if operating in class G airspace.

35. An air transport twin engine turbojet aeroplane with a maximum take-off weight of 90,000 kg. No approval has been given by the CASA to consider the attitude reference in the automatic pilot system as being one of the required attitude indicators. The minimum number of attitude indicators required for this aeroplane is:
- three with duplicated sources of power supply.
  - three. Two each with duplicated power independent, and one standby with an independent source to the first two.
  - one with duplicated sources of power supply and two with sources of supply each different from those of the other attitude indicators.
  - two with duplicated sources of power supply.
  - two with duplicated sources of power supply and independent sources of attitude information.
36. You are pilot-in-command of an Australian registered class A aeroplane which is temporarily operating in an overseas Contracting State. As pilot-in-command, you may authorise maintenance to be carried out on this aircraft. Which of the following persons are NOT permitted to carry out maintenance on the aircraft within that state?
- Persons specifically approved by CASA to carry out the maintenance.
  - The crew of the aeroplane as permitted by the approved system of maintenance.
  - Persons authorised by that state to carry out the maintenance.
  - Persons authorised to carry out the maintenance within Australia.
  - Persons authorised by any other Contracting State to carry out the maintenance.
37. As the pilot-in-command of a Class A aeroplane, you have entered in the aeroplane's Maintenance Release a major defect which, in your opinion, could have caused an engine fire. What other responsibility (if any) do you have in reporting this defect?
- You have no further responsibility.
  - You should treat it as an RRM and complete an AAIN form submitted to ATSB within 72 hours.
  - You should treat it as an IRM and complete an AAIN form to be submitted to ATSB as soon as possible.
  - You should treat it as an IRM, reporting it to CASA as soon as possible and follow up with an AAIN form submitted to ATSB within 72 hours.
38. As pilot-in-command of a class A aeroplane you may be called on to authorise maintenance required to rectify a defect on the aircraft. Before authorising any maintenance, which of the following items must you check?
- The item is listed in CAR schedule 8.
  - The item is listed in the aircraft's approved maintenance system as one which may be authorised by the pilot-in-command.
  - The person who is to undertake the maintenance is permitted by CARs to do so.
  - The item is listed in the aircraft's permissible unserviceability schedule.
39. For what period of time (if any) may a larger aeroplane which is required to be fitted with an approved flight data recorder be operated with the system unserviceable?
- There is no specified period of time and each flight requires specific permission from CASA.
  - For a period not exceeding 24 hours.
  - For an unlimited period as long as the recorder retains the previous 25 hours of recording.
  - Up to 21 days from a remote field provided the cockpit voice recording system is serviceable.

40. A larger aeroplane that is normally crewed by a single pilot in Air Transport operations is fitted with a three axis autopilot which is serviceable. Which condition shall the aircraft be allowed to depart?
- without any additional requirement.
  - so long as the automatic HDG mode is functional.
  - in controlled airspace with ADS-B.
  - if the second control seat is occupied by a suitably qualified pilot licenced for that type of operation.
41. An air service operation in which you are engaged involves the carriage of passengers and cargo between Adelaide and Whyalla, in accordance with a fixed schedule. However the accommodation in the aircraft is not available to the general public. This air service operation is classified as:
- a private transport operation.
  - an aerial work operation.
  - a private operation.
  - an air transport operation.
42. You are departing on the ENTRA FIVE from Sydney (YSSY) when ATC cancels the SID just after the aircraft becomes airborne. What conditions apply to the cancellation of the SID?
- It will only be affected at or above MVA or MSA/LSALT.
  - It will only be affected below MSA/LSALT.
  - It may be affected below MVA or MSA/LSALT if the aircraft has a minimum climb gradient of at least 4.7%.
  - It may be affected below MVA if weather conditions permit climb in VMC by day or night to MVA.
43. You note on the enroute chart that the route of the planned flight passes near the boundary of an area outlined in red and designated 'R215'. Flight through this area is:
- not permitted in any circumstance.
  - permitted only with the approval of, and within the conditions prescribed by, the controlling authority.
  - permitted at the pilot's discretion after assessing the potential danger of the activity in the area.
  - permitted only if conducted above A025.
  - permitted at all times except during, the periods specified in the NOTAM.

44. LAHSO are being conducted at the airport from which you are departing. Under what conditions is a simultaneous take-off and landing permitted?
- By day and night, with a minimum cloud ceiling 1000 ft and visibility 500 m.
  - By day only, with a cloud ceiling not less than the minimum vectoring altitude and visibility not less than 8km (may be reduced to 5km by ATC).
  - By day only, with a cloud ceiling not less than the minimum vectoring altitude and visibility not less than 1000m.
  - By day and night, provided all aircraft are alerted that LAHSO are in progress by advice on the ATIS.
45. An aeroplane conducting a straight-in approach to land must be aligned with the runway on final approach, at a distance no less than 3 nm from what specified point?
- The runway threshold.
  - The aerodrome perimeter.
  - The runway threshold or displaced threshold as applicable.
  - The anticipated touchdown point.
46. You are the pilot-in-command of an air transport cargo flight scheduled to depart Sydney for Singapore. Apart from the operating crew licences plus medical certificates, maintenance release, list of passengers and cargo bills of lading and manifests, which of the additional aeroplane document(s) shall be carried on board?
- Flight manual plus certificate of registration.
  - Flight manual, radio equipment licence, journey log, equipment licence and certificates of registration and airworthiness.
  - Flight manual.
  - Flight manual plus certificates of registration and airworthiness.
  - Flight manual plus certificate of airworthiness.
47. You are flying an IFR aircraft in controlled airspace at FL170 and wish to descend and cruise at FL110 due icing. Which of the following statements is correct?
- A clearance is not required for your descent to 7000 feet because of the icing conditions.
  - Once radar identified and with your transponder on mode Charlie, a clearance to change level is no longer required.
  - All aircraft in CTA require a clearance to change levels.
  - A clearance is only required for VFR aircraft.
48. When conforming to a SID, the bank angle, unless otherwise specified, shall be no greater than an average achieved value of:
- 10°.
  - 15°.
  - 20°.
  - 25°.

*Answers to Practice Exam C are given on pages 87–88.*

## Answers to Practice Exam B

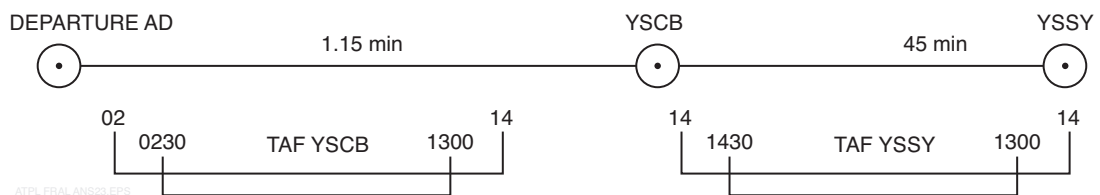
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1. **d**; Refer to CASR Part 121.515.
2. **d**; CAR 262 (2) (c).
3. **d**; CASR 48.1 Instrument 2019 para 1.15 and para 3.13(2)(c).
4. **c**; CAO 48.1 Instrument 2019 App 2 para 5.
5. **c**; AIP ENR 1.6 para 3.8.
6. **b**; AIP ENR 1.5 para 3.3.1 (f).
7. **a**; AIP ENR 1.12 para 1.3 Table Series 2.
8. **a**; CASR Part 91.335 para (3).
9. **d**; AIP ENR 1.6 para 3.1.
10. **a**; CASR 139.050 (a).
11. **d**; CASR Part 91 MOS Chapter 20.06 (c).
12. **c**; AIP ENR 1.1 para 2.11.3.1 (a) (1)
13. **b**; AIP ENR 1.1 para 7.5.1 and 7.7.1.
14. **d**; AIP ENR 1.1 para 2.8.1.1.
15. **c**; CAO 48.1 Instrument 2019 App 3 para 8.3.
16. **b**; CASR Part 91 MOS Chapter 26.21 (1) (c) and (d).
17. **b**; CASR 1998 Part 92 para 92.065 (2)
18. **b**; CASR Part 121 MOS Chapter 8.03 para (8) (i) & (j)
19. **d**; CASR Part 91 MOS Chapter 16.03.
20. **b**; AIP ENR 1.1 para 2.11.3.1 (a) (1).
21. **a**; AIP ENR 1.5 para 7.3.1 (unexplained discrepancy therefore conduct a missed approach). Note: the option to convert to a LOC approach is not given this time!
22. **c**; AIP ENR 1.5 para 3.2.1.
23. **b**; AIP ENR 1.5 para 1.7.6 (d) and Note 2.
24. **a**; CASR Part 119.135 para (4).
25. **d**; CASR Part 61 para 61.385 and CAR 217 (2).
26. **a**; Seven attendants. CASR Part 121.635 (3)(b).  
Also, see [Answer 109 \(Answers to Part 3\)](#) on [page 76](#).
27. **a**; CAO 48.1 Instrument 2019 App 4 para 8.1(b)i.
28. **c**; Provided that the operator's exposition includes procedures for embarking and disembarking the aeroplane whilst the engine is running.  
Refer to CASR Part 135.200 (b).

## Answers to Practice Exam C

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1. **c**; AIP ENR 1.1 para 9.13.4.
2. **b**; AIP ENR 1.5 para 3.5.1.
3. **b**; AIP ENR 1.6 para 3.1.
4. **b**; CASR 1998 Part 67 para 67.205 (3) (a).
5. **b**; CASR Part 121 MOS Chapter 11.42 para (3).
6. **e**; CASR Part 121.445 and MOS Chapter 10.02.
7. **d**; CASR 121 MOS Chapter 8.03 para (8) (j).
8. **d**; CASR Part 61 para 61.1165(d).
9. **b**; DAP West, Adelaide International Noise Abatement Procedure Curfew, section 5.
10. **d**; CASR Part 91 91.115 (3).
11. **e**. CASR Part 91.485 (1).
12. **b**; AIP ENR 1.4 para 2.1.2.
13. **e**; AIP ENR 1.5 para 4.3.2.
14. **d**; CAR 49 (1).
15. **a**; CAO 48.1 Instrument 2019 App 1 para 4.3.
16. **d**; 21.5 hours plus a 3-hour displacement.  
CAO 48.1 Instrument 2019 App 2 para 10.2(b).
17. **c**; AIP GEN 1.5 para 4.2.1.
18. **d**; AIP ENR 1.6 para 7.1.9.
19. **c**; CASR Part 135 MOS Chapter 11.21 (A).
20. **d**; CASR 61.685 (1A) (b).
21. **c**; AIP ENR 1.5 para 1.10.2.
22. **d**; This question must be answered in the context that we may have to proceed to the alternate aerodrome. Your planned ETA must be one hour before the end of the TAF validity period. AIP ENR 1.10 para 1.2.5.



23. **d;** CASR Part 121 MOS Chapter 9.02 (2) and (3).
24. **a;** ERSA EMERG page 15, 'Assistance of surface craft'. Para 3.2.1 Note.
25. **a;** AIP ENR 1.10 para 2.2 and 2.3.
26. **a;** AIP ENR 1.7 – see fig. 1.
27. **a;** CASR 121 MOS Part 11.05 (1) (f) and (2) (d)
28. **d;** AIP ENR 1.5 para 7.2 (c).
29. **b;** CASR 1998 Part 67 para 67.205 (3) (a).
30. **a;** CASR 139.025.
31. **a;** CASR 139.040.
32. **c;** AIP ENR 1.1 para 9.6.1 and CAAP 166-01 v4.2.
33. **a;** Civil Aviation Act 1988 Division 3C.
34. **c;** CASR 92.085 (1).
35. **e;** CASR Part 121 MOS 11.07 and Table 11.07.
36. **b;** CAR para 42 ZD and 42 ZN. A pilot may carry out maintenance on a class A aircraft only if he or she is authorised to do so. CAR para 42 ZC sub para 3 (c).
37. **d;** CAR 51A (2) and AIP ENR 1.14 para 3.1.1.
38. **c;** CAR 42 ZC (3).
39. **d;** CASR Part 121 MOS Chapter 11.35.
40. **d;** CASR 121 MOS para 11.10.
41. **d;** CASR Volume 5, Part 2, Definitions para 3 (1).
42. **a;** AIP ENR 1.5 para 8.2.11 Note.
43. **a;** AIP ENR 5 para 2 and ERSA PRD.
44. **b;** AIP ENR 1.1 para 7.5.1 (c) & (d).
45. **a;** CASR Part 91.395 (2) (c).
46. **b;** CASR Part 91.115 (3).
47. **c;** AIP ENR 1.1 para 2.2.2.  
**Note:** In an emergency a pilot may act without a clearance and immediately advise ATC (AIP ENR 1.1 para 2.2.4). However, in this situation an emergency hasn't been declared.
48. **d;** AIP ENR 1.5 para 1.22.