

## 2005 Self Paced Recency Questionnaire

Transport Canada  
**Flight Crew Recency Requirements**  
**Self-Paced Study Program**

Refer to paragraph 421.05(2)(d) of the Canadian Aviation Regulations (CARs).

This questionnaire is for use from October 1, 2005 to October 31, 2006. Completion of this questionnaire satisfies the 24-month recurrent training program requirements of CAR 401.05(2)(a). It is to be retained by the pilot.

Note: The answers may be found in the Airman Information Manual (A.I.M.) Canada. A.I.M. References are at the end of each question. Amendments to these publications may result in changes to answers and/or references.

1. Aircraft accidents and reportable incidents are to be reported to the \_\_\_\_\_ office. (AIM-GEN 3.3.5)
2. When a section of a runway, or a helicopter takeoff and landing area is closed, it will be marked with an \_\_\_. (AIM-AGA 3.3 & 5.6)
3. Do turn around bays (runway turn pads) give sufficient clearance from the runway edge to allow for holding while other aircraft use the runway? \_\_\_\_ (AIM-AGA 3.4)
4. Flags, cones, or wing bar lights may be installed to indicate the position of a \_\_\_\_\_ for a relatively short period of time. Further information will be given in a voice advisory or \_\_\_\_\_. (AIM-AGA 5.4.1)
5. A \_\_\_\_\_ sign is installed at all taxiway-to-runway intersections at certified aerodromes. (AIM-AGA 5.8.3(a))
6. Runways greater than \_\_\_\_\_ feet in length will have a wind direction indicator for each end of the runway. (AIM-AGA 5.9)
7. A dry Transport Canada standard Wind Direction Indicator will react to a wind speed of 10 KT by blowing at an angle of \_\_\_ degrees below horizontal. (AIM-AGA 5.9)

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8. When commencing their approach at an aerodrome with ARCAL, pilots are advised to \_\_\_\_\_, even if the lighting is on, to ensure that the full 15-minute cycle is available. (AIM-AGA 7.19)
9. VHF Direction Finding System (VDF) equipment gives the VDF operator a means of providing \_\_\_\_\_, \_\_\_\_\_, or \_\_\_\_\_ information to pilots requesting the service. (AIM-COM 3.10)
10. What should pilots do if they suspect GPS interference or other problems with GPS?  
\_\_\_\_\_  
\_\_\_\_\_. (AIM-COM 3.16.15)
11. What is the normal period of coverage of a TAF? \_\_\_\_\_ (AIM-MET 3.9.3)
12. What coded group is used, in an Upper Level Wind and Temperature Forecast (FD), when the wind speed is less than 5 knots? \_\_\_\_\_ (AIM-MET 3.11)
13. In a METAR, wind direction is given in degrees [true/magnetic]? \_\_\_\_\_ (AIM-MET 3.15.3)
14. AWOS observations use the word \_\_\_\_\_ to indicate an automated weather observation. (AIM-MET 3.15.5)
15. METAR CYBC 211700Z 0912G20 5/8SM BLSN VV007 M03/M05 A2969  
RMK SN8 VIS W2 SLP105  
In the weather report above, the prevailing visibility is \_\_\_\_\_ and the ceiling is \_\_\_\_\_ (AIM-MET 3.15.3)
16. What classes of airspace require the use of a functioning transponder?  
\_\_\_\_\_  
\_\_\_\_\_. (AIM-RAC 1.9.2)
17. Low level airways are controlled low level airspace, extending upwards from \_\_\_\_\_ feet AGL, up to, but not including, 18,000 feet ASL. (AIM-RAC 2.7.1)

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18. In uncontrolled airspace below 1,000 feet AGL, what is the minimum visibility for day VFR flight, and how far from clouds must you remain?  
\_\_\_\_\_ (AIM-RAC 2.7.3, CAR 602.115)
19. Except when operating within \_\_\_ NM of the departure aerodrome, no pilot-in-command shall operate an aircraft in VFR flight unless a  
\_\_\_\_\_ has been filed (AIM-RAC 3.6.1)
20. If radio equipped, what two radio transmissions are mandatory when departing from an uncontrolled aerodrome within an ATF area?  
\_\_\_\_\_  
\_\_\_\_\_ (AIM-RAC 4.5.7)
21. Where possible, pilots are required to report at least \_\_\_\_\_ minutes prior to entering a MF or ATF area. (AIM-RAC 4.5.7)
22. What type of altimeter must a power-driven aircraft be equipped with for day VFR flight in controlled airspace?  
\_\_\_\_\_  
\_\_\_\_\_ (AIM-RAC ANNEX page 1-5, CAR 605.14)
23. To activate a DRCO, the pilot is required to key the microphone button \_\_\_ times in a row, with no more than \_\_\_ second(s) between each keying. (AIM-RAC 1.1.4)
24. The requirements for entry and departure of aircraft engaged in international flights, and the standard procedure for clearance of these aircraft at all international airports is contained in \_\_\_\_\_ section of the AIM (AIM-FAL 1.1)
25. On flights from Canada to the U.S., at least \_\_\_\_\_ advance notice of your arrival must be provided to U.S. customs. (AIM-FAL 2.3.2)
26. Any testing of an ELT must be conducted only during the first \_\_\_ minutes of any \_\_\_\_\_ hour and for not more than \_\_\_ seconds. (AIM-SAR 3.8)
27. The schedule outlining the requirements to carry an ELT for all aircraft is contained in section \_\_\_\_\_ of the AIM (AIM-SAR 3.)

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28. How often is the list of current aeronautical charts on the Web updated? \_\_\_\_\_  
(AIM-MAP 2.2)
29. AICs provide advance notice of major changes to legislation, regulations, and procedures where the text is not a part of the \_\_\_\_\_. (AIM-MAP 6.3)
30. 051234 NOTAMJ CYND OTTAWA/GATINEAU  
CYND RSC 09/27 100 PERCENT LOOSE SNOW 1 INS 0512051400  
CYND CRFI 09/27 -7 .34 0512051415
- In the above NOTAM, the Canadian Runway Friction Index for runway 09/27 is \_\_\_\_ and the temperature is \_\_ measured in degrees \_\_\_\_\_. (AIM-MAP 5.6.4)
31. A CRFI reading will not be provided when there is loose snow on the runway surface exceeding \_\_\_\_\_ in depth. (AIM-AIR 1.6.4)
32. The altimeter subscale is set .50 inches Hg too high. The indicated altitude is 5,500 feet ASL, but the actual altitude of the aircraft will be \_\_\_\_\_ feet ASL. (AIM-AIR 1.5.3)
33. Refer to the Cross Wind Limits for CRFI chart in AIM-AIR 1.6.6 Table 3, or in the CFS General section.  
The wind is 30 degrees off the runway at 20 kt. The minimum recommended CRFI is \_\_\_\_\_. (AIR 1.6.6 Table 3)
34. Cloudy or hazy aviation fuel is usually caused by \_\_\_\_\_,  
but can also occur because of \_\_\_\_\_. (AIM-AIR 1.3.2)
35. The use of small plastic fuel containers, which cannot be properly bonded or grounded, increases the chance of \_\_\_\_\_. (AIM-AIR 1.3.4)
36. Approximately \_\_\_% of all aircraft accidents involving light aircraft in Canada are attributed to pilot failure to compensate for crosswind conditions on landing. (AIM-AIR 2.2)
37. The presence of rain on the windscreen, in addition to causing poor visibility, introduces a \_\_\_\_\_. (AIM-AIR 2.5)

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38. Three symptoms of Carbon Monoxide poisoning are \_\_\_\_\_, \_\_\_\_\_ and \_\_\_\_\_. (AIM-AIR 3.2.3)
39. The \_\_\_\_\_ is more sensitive to hypoxia than any other part of the body. (AIM-AIR 3.7)
40. Indiscriminately resetting popped circuit breakers should be \_\_\_\_\_. (AIM-AIR 4.11)

### Answers

- (1) Regional TSB.
- (2) X.
- (3) No.
- (4) displaced threshold; NOTAM.
- (5) holding position.
- (6) 4,000.
- (7) 5.
- (8) key the activating sequence.
- (9) steering; bearing; homing.
- (10) Advise ATIS, and, if necessary, revert to using traditional aids for navigation.
- (11) 12 hours.
- (12) 9900.
- (13) true.
- (14) AUTO.
- (15) 5/8 SM, 700 feet AGL.
- (16) A, B, C, plus all D and E airspace that are specified as "Transponder Airspace".
- (17) 2,200.
- (18) 2 miles, 1 mile for helicopters; clear of cloud.
- (19) 25; VFR flight plan or a VFR flight itinerary.
- (20) Departure intentions before moving onto the take-off surface, and departing the aerodrome traffic circuit.
- (21) five.
- (22) A sensitive altimeter that is adjustable for barometric pressure.
- (23) 4; 1.
- (24) FAL.
- (25) 1 hour.
- (26) 5; UTC; 5.
- (27) SAR 3.9.
- (28) Monthly.
- (29) AIM Canada.
- (30) .34; -7; Celsius.
- (31) 2.5 cm. (1 in.).
- (32) 5,000.
- (33) 0.3.

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- (34) free and dispersed water; finely divided dirt particles.
- (35) explosion and fire.
- (36) 10.
- (37) refraction error
- (38) an inability to concentrate; dizziness; headache.
- (39) retina of the eye
- (40) avoided.