

## DAY 1, EXERCISE 3: GENERAL KNOWLEDGE

*Please don't panic! This isn't a test, it's simply a means of determining your starting point.*

<b>Q1:</b>	What does TO/GA stand for?	
<b>Q2:</b>	What is the typical RVR required for a CAT I ILS approach?	
<b>Q3:</b>	What is the minimum number of autopilots required for autoland?	
<b>Q4:</b>	What is the alternate planning minima when destination airport has CAT II/III approach?	
<b>Q5:</b>	What is the approach category of the B737?	
<b>Q6:</b>	What would be a typical takeoff mass for the B737?	
<b>Q7:</b>	What are two primary function of speedbrakes?	
<b>Q8:</b>	What is a typical B737 pitch attitude for takeoff?	
<b>Q9:</b>	What is a typical B737 pitch attitude for a 3° glideslope?	
<b>Q10:</b>	What is a sensible taxi speed for jet operations?	

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<b>Q11:</b>	What would be a typical B737 pitch/power setting at flap 5, level flight?	
<b>Q12:</b>	What is the significance of the '80 knots' call during takeoff?	
<b>Q13:</b>	What electrical systems are typically installed on a passenger jet?	
<b>Q14:</b>	Is rudder required to supplement roll when manually flying a jet?	
<b>Q15:</b>	What is the typical duration of standby (battery) power?	
<b>Q16:</b>	What is the typical % of contingency fuel carried on commercial jet operations?	
<b>Q17:</b>	How is the aircraft steered on the ground without the rudder being aerodynamically effective?	
<b>Q18:</b>	When can your licence be endorsed with a MPA type rating?	
<b>Q19:</b>	What are the entry pre-requisites for the MCC course?	
<b>Q20:</b>	What does LVO stand for?	