

DAY 3, EXERCISE 1: PROGRESS CHECK

Q1:	What display options are available on the EFIS control panel?	
Q2:	What type of minima can be selected on the EFIS control panel?	
Q3:	In the UK, when are you required to set STD or QNH?	
Q4:	When are you required to set STD or QNH according to ICAO standard?	
Q5:	How many VORs can be displayed on the ND?	
Q6:	Where is the selected VOR DME displayed?	
Q7:	Where is the localiser DME displayed?	
Q8:	What FMC page displays the Vref for each landing flap setting?	
Q9:	Where is the total fuel displayed?	
Q10:	How is a speed increase/decrease trend displayed on the PFD?	

Q11:	How is minimum clean speed calculated?	
Q12:	What FMC page displays the takeoff speeds?	
Q13:	What is the target speed during the early phase of climb?	
Q14:	What method(s) can be used to conserve engine life during takeoff?	
Q15:	During a F5 takeoff, when can retraction be initiated to F1?	
Q16:	What is the B737 normal landing flap position (two engines)?	
Q17:	What flap positions incorporate a safety gate and why?	
Q18:	Within who's Area of Responsibility is the MCP on the ground?	
Q19:	Within who's Area of Responsibility is the MCP in flight?	
Q20:	What are the sources of AC power?	