

DAY 4, EXERCISE 1: PROGRESS CHECK

Q1:	If the destination airport has a Cat II/III approach, what is the planning minima for destination alternate airport?	
Q2:	If the destination alternate is below planning minima, do you need to change alternates?	
Q3:	When is the NADP-1 thrust reduction height?	
Q4:	What is the NADP-1 acceleration height?	
Q5:	Why do you apply slight forward pressure on the nose wheel during the early stages of takeoff?	
Q6:	What is the risk of too much aileron displacement during takeoff?	
Q7:	What is a typical straight-line taxi speed?	
Q8:	How many copies of the OFP are typically included in the pre-flight pack?	
Q9:	What is the risk of a poorly loaded aircraft?	
Q10:	Name 3 techniques that can be used to 'make time'.	

Q11:	What display modes are available on the EFIS control panel?	
Q12:	What decision making tools are available to manage non-normals?	
Q13:	What is the desired speed after takeoff, until acceleration height?	
Q14:	What is the approximate pitch attitude for acceleration?	
Q15:	What checklist would you complete first, normal or non-normal?	
Q16:	What type of question is typically answered with yes/no?	
Q17:	What type of question is facilitative in nature and promotes active listening?	
Q18:	What is the separation of roles when stationary on the ground?	
Q19:	What is the separation of roles in flight?	
Q20:	How does the PF request the PM to set a specific speed on the MCP, for example 220 knots?	