



DEPARTAMENTO "SEGURIDAD OPERACIONAL"

SUBDEPARTAMENTO "LICENCIAS"

SECCIÓN EVALUACIONES

**EXAMEN POR MATERIAS PARA USO DE LOS**  
**POSTULANTES A LA HABILITACIÓN DE TIPO EN MATERIAL**  
**B733. ENERO 2018**

Cantidad de Preguntas  
101

**1.- ALL THE FLAGS ARE VISIBLE ON THE AIRSPEED INDICATOR. WHAT HAPPENED?**

- A - THERE IS AN IRS FAILURE.
- B - THERE IS A FMC FAILURE.
- C - THERE IS AN AIR DATA COMPUTER FAILURE.
- D - NOTHING BEFORE.

**2.- AT WHAT ALTITUDE CAN WING ANTI-ICE BE RE-SELECTED BACK ON AFTER TAKEOFF?**

- A - AT 50 FEET AGL.
- B - AT 400 FEET AGL.
- C - AT 1.000 FEET AGL.
- D - AT TRANSITION ALTITUDE.

**3.- AT WHAT ALTITUDE DO THE FLIGHT DIRECTOR BARS DISAPPEAR?**

- A - AT 50 FEET.
- B - AT 500 FEET.
- C - AT 1.000 FEET.
- D - AT TOUCHDOWN.

**4.- CAN THE AIRPLANE FLY AT 37.000 FEET WITH ONLY ONE PACK IN OPERATION?**

A - YES.

B - NO.

**5.- CAN YOU USE THE A/T WITH AN ILLUMINATED A/T LIM LIGHT ?**

A - NO.

B - YES, IN ALL PHASES.

C - YES, IN ALL PHASES EXCEPT IN TAKE OFF MODE.

D - YES, IN ALL PHASES EXCEPT IN THR HLD MODE.

**6.- DOES THE STANDBY RESERVOIR HAVE A STANDPIPE?**

A - YES.

B - NO.

**7.- DOES THE TAXI LIGHT EXTINGUISH WHEN THE NOSE GEAR IS RETRACTED?**

A - YES.

B - NO.

**8.- DURING A BATTERY START ON AN AIRCRAFT WITH ENGINE INSTRUMENTS SYSTEM (EIS) , WHAT ENGINE INSTRUMENTS ARE AVAILABLE?**

A - ALL ENGINES INSTRUMENTS ARE AVAILABLE

B - N1 AND EGT.

C - N2 AND EGT.

D - N1, N2, EGT AND FUEL FLOW

**9.- DURING A BATTERY START ON AN AIRCRAFT WITH STANDARD ENGINE INSTRUMENTS , WHAT ENGINE GAGES ARE AVAILABLE?**

A - .N1, N2 AND FUEL FLOW.

B - N1 AND FUEL FLOW

C - N1 AND EGT.

D - N2 AND EGT.

**10.- DURING A LOC APPROACH WITH THE FLIGHT DIRECTOR ENGAGED, YOU NOTICE THAT THE VOR/LOC FMA EXTINGUISHES AND THE F/D BAR DISAPPEARS. WHAT HAPPENED?**

- A - THE LOCALIZER SIGNAL IS LOST.
- B - THE GLIDE SLOPE SIGNAL IS LOST.
- C - THE VOR SIGNAL IS LOST.
- D - THE IRS SIGNAL IS LOST.

**11.- DURING AN ENGINE START, WHEN IS THE IGNITION ACTIVATED?**

- A - WHEN THE ENGINE START SWITCH IS IN GROUND POSITION.
- B - WHEN THE ENGINE START SWITCH IS IN START POSITION.
- C - WHEN THE ENGINE START LEVER IS RAISED TO THE IDLE POSITION.
- D - ALL ARE CORRECT.

**12.- DURING FLIGHT, THE IRS LOSES ITS ALIGNMENT. WILL THE AUTOPILOT CONTINUE TO OPERATE?**

- A - YES.
- B - NO.

**13.- DURING YOUR FLIGHT BOTH GENERATORS FAILED, YOU HAVE THE APU RUNNING, WHY DO YOU CONNECT THE APU TO THE RIGHT BUS**

- A - TO RECOVER THE CAPTAIN FLIGHT INSTRUMENTS
- B - TO RECOVER THE FIRST OFFICERS FLIGHT INSTRUMENTS
- C - A) AND B) ARE CORRECT.
- D - NOTHING BEFORE.

**14.- HOW ARE ICING CONDITIONS DEFINED?**

- A - WITH AN OUTSIDE TEMPERATURE OF 0°C OR LOWER WITH VISIBLE MOISTURE.
- B - WITH AN OUTSIDE TEMPERATURE OF +5°C OR LOWER WITH VISIBLE MOISTURE.
- C - WITH AN OUTSIDE TEMPERATURE OF +10°C OR LOWER WITH VISIBLE MOISTURE.
- D - WITH AN OUTSIDE TEMPERATURE OF -6,5°C OR LOWER WITH VISIBLE MOISTURE.

**15.- HOW ARE THE LANDING GEAR HOLD IN THE UP AND LOCKED POSITION?**

A - BY ELECTRICAL UPLOCKS.

B - BY HYDRAULIC UPLOCKS.

C - BY MECHANICAL UPLOCKS.

D - BY MECHANICAL AND ELECTRICAL UPLOCKS.

**16.- HOW DOES THE FMC KNOW THE CURRENT TIME?**

A - FROM THE RESPECTIVE IRU.

B - FROM THE FIRST OFFICER' S CLOCK.

C - FROM THE AIR DATA COMPUTER.

D - FROM THE CAPTAIN' S CLOCK.

**17.- HOW DOES THE IRU DETERMINE MAGNETIC NORTH?**

A - BY APPLYING A MANUAL MAGNETIC VARIATION.

B - BY APPLYING A STORED MAGNETIC VARIATION.

C - BY APPLYING OF A FMC CORRECTION.

D - ALL ARE CORRECT.

**18.- HOW IS THE ENGINE OIL COOLED?**

A - BY A FUEL/OIL HEAT EXCHANGER.

B - BY A TURBOFAN SYSTEM.

C - BY A FUEL/HYDRAULIC HEAT EXCHANGER.

D - NOTHING BEFORE.

**19.- HOW MANY DATABASES DOES THE FMC USE?**

A - ONE, FOR NAVIGATION.

B - TWO, ONE FOR NAVIGATION, AND ONE FOR PERFORMANCE.

C - THREE, TWO FOR NAVIGATION, AND ONE FOR PERFORMANCE.

D - NOTHING BEFORE.

**20.- HOW MANY GROUND SPOILERS AND FLIGHT SPOILERS ARE THERE ON THE AIRPLANE?**

A - 2 AND 8 RESPECTIVELY.

B - 8 AND 2 RESPECTIVELY.

C - 4 AND 6 RESPECTIVELY.

D - 6 AND 4 RESPECTIVELY.

**21.- HOW MANY LOOPS ARE USED FOR ENGINE, APU AND WHEEL WELL FIRE DETECTION?**

A - 2, 1 AND 1 RESPECTIVELY.

B - 2, 2 AND 1 RESPECTIVELY.

C - 1, 1 AND 1 RESPECTIVELY.

D - NOTHING BEFORE.

**22.- HOW MANY OVER PRESSURE RELIEF VALVE ARE THERE ON THE AIRPLANE ?**

A - 1

B - 2

C - 3

D - 4

**23.- HOW MANY STANDPIPE ARE THERE ON SYSTEM B RESERVOIR ?**

A - ZERO.

B - ONE.

C - TWO.

D - THREE.

**24.- HOW MANY WAYS ARE THERE TO DEFINE A WAYPOINT?**

A - ONE.

B - TWO.

C - THREE.

D - FOUR.

**25.- IF REJECTED A TAKEOFF, WHAT CONDITIONS MUST BE MET IN ORDER TO GET THE AUTOBRAKES TO GO INTO THE RTO MODE?**

A - WHEEL SPEED MUST BE ABOVE 90 KNOTS.

B - THE THROTTLES PULLED TO THE IDLE POSITION.

C - WHEEL SPEED MUST BE ABOVE 90 KNOTS AND THE THROTTLES PULLED TO THE IDLE POSITION.

D - NOTHING BEFORE.

**26.- IF THE BUS TRANSFER SWITCH IS LEFT IN THE OFF POSITION, WHAT WILL HAPPEN IN THE EVENT OF A SINGLE GEN. FAILURE?**

A - YOU WILL HAVE AC BUSES ONLY.

B - YOU WILL HAVE DC BUSES ONLY.

C - YOU WILL NOT HAVE AUTOMATIC TRANSFER OF THE TRANSFER BUS AND OTHER BUSES.

D - YOU WILL NOT HAVE AUTOMATIC TRANSFER OF THE AC STANDBY BUS AND OTHER BUSES.

**27.- IF YOU HAVE A DUAL GENERATOR FAILURE, HOW WILL YOU OPERATE THE PRESSURIZATION SYSTEM?**

A - IN THE AUTOMATIC MODE.

B - IN THE STANDBY MODE.

C - IN THE MANUAL AC MODE.

D - IN THE MANUAL DC MODE.

**28.- IS AC OR DC POWER PRIMARY USED TO POWER THE OUTFLOW VALVE?**

A - AC AND DC ARE PRIMARY POWER SOURCE.

B - DC IS THE PRIMARY POWER SOURCE, AC IS THE BACKUP.

C - AC IS THE PRIMARY POWER SOURCE, DC IS THE BACKUP.

D - NOTHING BEFORE.

**29.- ONE OF THE IRUS IS DISPLAYING ENTER IRS POSITION. WHAT DOES THIS INDICATE?**

A - PRESENT POSITION HAS FAILURE.

B - PRESENT POSITION HAS NOT BEEN ENTERED, OR THE VALUE ENTERED IS UNREASONABLE.

C - RESPECTIVE IRU HAS FAILURE.

D - NOTHING BEFORE.

**30.- THE AIR CONDITIONING SYSTEM CAN USE BLEED AIR FROM WHAT STAGE OF THE ENGINE?**

A - 5TH AND 9TH AS NEEDED.

B - 8TH AND 13TH AS NEEDED.

C - NO BLEED AIR USE.

D - NOTHING BEFORE.

**31.- THE ELECTRICAL SYSTEM OPERATES UNDER WHAT 2 PRINCIPLES?**

A - THERE IS NO PARALLELING.

B - THE LAST POWER SOURCE CONNECTED HAS PRIORITY.

C - POWER SOURCE IS AUTOMATICALLY SELECTED.

D - A AND B ARE CORRECT.

**32.- THE GPWS PROVIDES AN ALERT BASED IN :**

A - RADIO ALTITUDE AND COMBINATIONS OF BAROMETRIC ALTITUDE

B - AIRSPEED AND GLIDESLOPE DEVIATION

C - AIRPLANE CONFIGURATION

D - ALL ARE CORRECT.

**33.- THE INBOARD AND OUTBOARD FLIGHT SPOILERS ARE OPERATED FROM WHICH HYDRAULIC SYSTEM?**

A - SYSTEM A AND B RESPECTIVELY.

B - SYSTEM B AND A RESPECTIVELY.

C - SYSTEM A OR B AND STANDBY RESPECTIVELY.

D - BOTH FLIGHT SPOILERS OPERATE WITH THE STANDBY SYSTEM.

**34.- THE NORMAL AND ALTERNATE BRAKE SYSTEMS ARE POWERED BY WHICH HYDRAULIC SYSTEMS?**

A - SYSTEM A AND B RESPECTIVELY.

B - SYSTEM B AND A RESPECTIVELY.

C - BOTH SYSTEM A.

D - BOTH SYSTEM B.

**35.- THE PURPOSE OF THE PTU IS SUPPLY THE ADITIONAL VOLUMEN OF HYDRAULIC FLUID NEED TO OPERATE THE AUTOSLATS AND LEADING EDGE FLAPS AND SLATS AT THE NORMAL RATE WHEN THE SYSTEM B ENGINE DRIVEN HYDRAULIC PUMP VOLUMEN IS LOST.**

A - TRUE

B - FALSE

**36.- WHAT ARE THE CABIN RATE OF CHANGES WITH THE CABIN RATE SELECTOR SET TO DECREASE, INCREASE AND AT THE INDEX?**

A - 50 FPM, 2.000 FPM AND 300 FPM RESPECTIVELY.

B - 300 FPM, 2.000 FPM AND 50 FPM RESPECTIVELY.

C - 2.000 FPM, 300 FPM AND 50 FPM RESPECTIVELY.

D - NOTHING BEFORE.

**37.- WHAT ARE THE COMPONENTS OF THE AUTO FLIGHT SYSTEM (AFS)?**

A - THE FMC AND A/PS SYSTEMS.

B - THE IRS, FMC AND A/PS SYSTEMS.

C - THE A/PS AND F/DS SYSTEMS.

D - THE AFDS AND A/T SYSTEMS.

**38.- WHAT ARE THE DIFFERENT WAYS YOU CAN TRIM THE STABILIZER?**

A - ELECTRICALLY AND AUTOMATICALLY (A/P)

B - AUTOMATICALLY (A/P) AND MANUALLY (STAB TRIM WHEEL).

C - ELECTRICALLY, AUTOMATICALLY (A/P), AND MANUALLY (STAB TRIM WHEEL).

D - NOTHING BEFORE.

**39.- WHAT ARE THE REQUIREMENTS TO OBTAIN A THRUST REVERSE DEPLOYMENT?**

A - BATTERY BUS POWER, AND HYDRAULICS FOR THE APPLICABLE THRUST REVERSE.

B - FIRE HANDLE IN, THROTTLE AT IDLE AND THE REVERSER LEVER IS UP.

C - AIRCRAFT WITHIN 10 FEET RADIO ALTITUDE OR THE AIRCRAFT IS ON THE GROUND.

D - ALL ARE CORRECT.

**40.- WHAT ARE THE VARIOUS TYPES OF WAYPOINTS?**

- A - PLACE - BEARING / DISTANCE.
- B - PLACE - BEARING / PLACE - BEARING.
- C - LATITUDE / LONGITUDE
- D - ALL ARE CORRECT.

**41.- WHAT CAUSES THE A/T LIM LIGHT TO ILLUMINATE?**

- A - WHEN THE A/T COMPUTER IS DETERMINING THE THRUST LIMIT.
- B - WHEN THE A/T COMPUTER IS INOPERATIVE.
- C - WHEN THE A/T DISENGAGE.
- D - DEGRADATION OF AUTOTHROTTLE OPERACION DUE TO LOSS OF FMC OR N1 SIGNALS

**42.- WHAT COULD CAUSE THE IRU TO LOSE ITS ALIGNMENT?**

- A - PLACING THE SELECTOR MOMENTARILY OUT OF NAV.
- B - BOTH AC AND DC POWER IS MOMENTARILY LOST.
- C - THE SYSTEM FAULT.
- D - ALL ARE CORRECT.

**43.- WHAT DOES A 1 DOT DEFLECTION INDICATE IN THE ILS MODE?**

- A - 5 DEGREES.
- B - 1 DEGREES.
- C - 10 DEGREES.
- D - 15 DEGREES.

**44.- WHAT DOES A 1 DOT DEFLECTION INDICATE IN THE VOR MODE?**

- A - 5 DEGREES.
- B - 1 DEGREES.
- C - 10 DEGREES.
- D - 15 DEGREES.

**45.- WHAT DOES MEAN THE RED ALERT LIGHT ILLUMINATE ON THE EGT GAUGE?**

A - NORMAL ENGINE START

B - AN ABNORMAL START CONDITION EXISTS.

C - INDICATES THE EGT LIMIT HAS BEEN REACHED OR EXCEEDED

D - A" AND " C" ARE CORRECT.

**46.- WHAT DOES THE MESSAGE "ENTER IRS POS" MEANS ON CDU SCRATCCHPAD?**

A - PRESENT POSITION IS NOT WITHIN 4NM OF THE ORIGIN AIRPORT.

B - PRESENT POSITION HAS NOT BEEN ENTERED, OR THE VALUE ENTERED IS UNREASONABLE.

C - IRS SYSTEM FAILED.

D - ALL ARE CORRECT.

**47.- WHAT HYDRAULIC SYSTEM POWERS THE YAW DAMPER SYSTEM?**

A - HYDRAULIC SYSTEM A.

B - HYDRAULIC SYSTEM B.

C - HYDRAULIC SYSTEM A AND STANDBY.

D - HYDRAULIC SYSTEM B AND STANDBY.

**48.- WHAT INFORMATION DOES THE IRU PROVIDE?**

A - ATTITUDE, VERTICAL SPEED, GROUND SPEED

B - TRUE AND MAGNETIC HEADING.

C - PRESENT POSITION

D - ALL ARE CORRECT.

**49.- WHAT INFORMATION NEEDS THE STALL WARNING SYSTEM?**

A - AOA, AND FLAP POSITION.

B - N1, N2, AND STRUT SWITCH.

C - LEADING EDGE DEVICE POSITION.

D - ALL ARE CORRECT.

**50.- WHAT IS INDICATED BY A FLASHING EGT (EIS AIRPLANES) INDICATION?**

- A - A LIMITATION HAS BEEN EXCEEDED.
- B - AN ABNORMAL START CONDITION EXISTS.
- C - " A" AND " B" ARE CORRECT.
- D - NOTHING BEFORE.

**51.- WHAT IS INDICATED BY THE ILLUMINATION OF AN AMBER BLEED TRIP OFF LIGHT?**

- A - THE AIR MIX VALVE WILL DRIVE TO FULL COLD.
- B - THE PACK VALVE HAS CLOSED.
- C - THE BLEED VALVE HAS CLOSED DUE TO EXCESSIVE PRESSURE OR TEMPERATURE.
- D - NOTHING BEFORE.

**52.- WHAT IS INDICATED BY THE ILLUMINATION OF AN AMBER PACK TRIP OFF LIGHT?**

- A - THE AIR MIX VALVE WILL DRIVE TO FULL COLD.
- B - THE PACK VALVE HAS CLOSED.
- C - THE BLEED VALVE HAS CLOSED DUE TO EXCESSIVE PRESSURE OR TEMPERATURE.
- D - NOTHING BEFORE.

**53.- WHAT IS INDICATED BY THE ILLUMINATION OF THE FAULT LIGHT ON THE FIRE PANEL?**

- A - A LOOP FAILURE HAS OCCURRED IN THE APU FIRE DETECTION SYSTEM.
- B - A LOOP FAILURE HAS OCCURRED IN THE ENGINE FIRE DETECTION SYSTEM.
- C - A DUAL LOOP FAILURE HAS OCCURRED IN THE APU FIRE DETECTION SYSTEM.
- D - INDICATES BOTH DETECTOR LOOPS FOR AN ENGINE HAVE FAILED

**54.- WHAT IS THE ELECTRICAL POWER SOURCE OF THE LEFT IGNITION SYSTEM?**

- A - THE LEFT AC BUS.
- B - THE LEFT DC BUS.
- C - THE AC TRANSFER BUS.
- D - THE AC STBY BUS.

**55.- WHAT IS THE ELECTRICAL POWER SOURCE OF THE RIGHT IGNITION SYSTEM?**

- A - THE LEFT AC BUS.
- B - THE LEFT DC BUS.
- C - THE AC TRANSFER BUS.
- D - THE AC STBY BUS.

**56.- WHAT IS THE FULL CAPACITY OF THE LEFT AND RIGHT MAIN TANKS?**

- A - 7.450 POUNDS EACH.
- B - 10.043 POUNDS EACH.
- C - 10.430 POUNDS EACH
- D - 20.086 POUNDS EACH

**57.- WHAT IS THE HYDRAULIC POWER SOURCE FOR THE THRUST REVERSERS?**

- A - SYSTEM A POWERS BOTH REVERSERS.
- B - SYSTEM A POWERS THE LEFT REVERSER.
- C - SYSTEM B POWERS THE RIGHT REVERSER.
- D - " B" AND " C" ARE CORRECT.

**58.- WHAT IS THE MAXIMUM LATERAL FUEL IMBALANCE?**

- A - 1.000 POUNDS ON THE GROUND OR IN FLIGHT.
- B - 1.000 POUNDS ON THE GROUND AND 1.300 POUNDS IN FLIGHT.
- C - 1.300 POUNDS ON THE GROUND AND 1.000 POUNDS IN FLIGHT.
- D - NOTHING BEFORE.

**59.- WHAT IS THE MAXIMUM SPEED FOR EXTENDING THE LANDING GEAR?**

- A - 235 KIAS
- B - 270 KIAS OR .82 MACH.
- C - 280 KIAS OR .82 MACH.
- D - 320 KNOTS OR .82 MACH.

**60.- WHAT IS THE MAXIMUM SPEED TO FLY WITH THE GEAR EXTENDED?**

A - 235 KIAS

B - 270 KIAS OR .82 MACH.

C - 280 KIAS OR .82 MACH.

D - 320 KIAS OR .82 MACH.

**61.- WHAT IS THE MAXIMUM SPEED TO RETRACT THE GEAR?**

A - 235 KIAS

B - 270 KIAS OR .82 MACH.

C - 280 KIAS OR .82 MACH.

D - 320 KIAS OR .82 MACH.

**62.- WHAT IS THE MINIMUM OXYGEN BOTTLE PRESSURE FOR THE FLIGHT CREW BOTTLE IN ORDER TO BE DISPATCHED?**

A - 1.800 PSI.

B - 1.500 PSI.

C - 1.250 PSI.

D - 1.000 PSI.

**63.- WHAT IS THE PRIMARY AND SECONDARY SOURCE OF POWER FOR THE LEADING EDGE DEVICES?**

A - HYDRAULIC SYSTEM A IS PRIMARY, ELECTRIC IS BACKUP.

B - HYDRAULIC SYSTEM B IS PRIMARY, ELECTRIC IS BACKUP.

C - HYDRAULIC SYSTEM A IS PRIMARY, STDBY HYDRAULIC IS BACKUP.

D - HYDRAULIC SYSTEM B IS PRIMARY, STDBY HYDRAULIC IS BACKUP.

**64.- WHAT IS THE PRIMARY AND SECONDARY SOURCE OF POWER FOR THE TRAILING EDGE FLAPS?**

A - HYDRAULIC SYSTEM A IS PRIMARY, ELECTRIC IS BACKUP.

B - HYDRAULIC SYSTEM B IS PRIMARY, ELECTRIC IS BACKUP.

C - HYDRAULIC SYSTEM A IS PRIMARY, STDBY HYDRAULIC IS BACKUP.

D - HYDRAULIC SYSTEM B IS PRIMARY, STDBY HYDRAULIC IS BACKUP.

**65.- WHAT IS THE PURPOSE OF A FAST ALIGN?**

- A - A FAST ALIGN ZEROS OUT THE ACCELERATION, PITCH, AND ROLL ERRORS.
- B - RAPID ALIGN OF THE IRU.
- C - RAPID ACCELERATION OF THE IRU.
- D - NOTHING BEFORE.

**66.- WHAT IS THE PURPOSE OF THE MACH TRIM SYSTEM?**

- A - TO COMPENSATE THE RUDDER TRIM AT HIGHER MACH NUMBERS.
- B - TO COMPENSATE THE YAW DAMPER AT HIGHER MACH NUMBERS.
- C - TO COMPENSATE FOR THE MACH TUCK TENDENCY AT HIGHER MACH NUMBERS.
- D - NOTHING BEFORE.

**67.- WHAT IS THE SIGNIFICANCE OF A FLASHING ALTITUDE ALERT LIGHT ?**

- A - WHEN YOU DEVIATE 300 FEET ABOVE OR BELOW THE ALTITUDE SET IN THE FMC.
- B - WHEN YOU DEVIATE 300 FEET ABOVE OR BELOW THE ALTITUDE SET IN THE MCP.
- C - WHEN YOU DEVIATE 300 FEET ABOVE OR BELOW THE ALTITUDE SET IN THE ADC.
- D - WHEN YOU DEVIATE 300 FEET ABOVE OR BELOW THE ALTITUDE IN THE FO' S ALTITUDE.

**68.- WHAT IS THE SOURCE OF INFORMATION FOR THE RDMI?**

- A - THE OPPOSITE IRU.
- B - THE RESPECTIVE IRU.
- C - THE FMC.
- D - THE AIR DATA COMPUTER.

**69.- WHAT IS THE THRUST RATING OF THE ENGINE?**

- A - 14.000 POUNDS OF THRUST EACH.
- B - 16.000 POUNDS OF THRUST EACH.
- C - 18.000 POUNDS OF THRUST EACH.
- D - THRUST RATING FROM 18.500 TO 23.500 POUNDS OF THRUST EACH.

**70.- WHAT IS THE TOTAL CAPACITY OF THE CENTER TANKS?**

A - 14.497 POUNDS EACH.

B - 15.497 POUNDS

C - 14.497 POUNDS

D - 15.497 POUNDS EACH

**71.- WHAT IS THE TR3 MAIN PURPOSE?**

A - TO POWER THE HOT BATTERY BUS.

B - TO POWER THE BATTERY BUS.

C - TO POWER THE INVERTER AC / DC.

D - TO POWER THE DC STANDBY BUS.

**72.- WHAT PART OF THE WING DOES THE WING ANTI-ICE SYSTEM HEAT?**

A - THE LEADING EDGE SLATS ONLY.

B - THE LEADING EDGE FLAPS ONLY.

C - THE LEADING EDGE SLATS AND FLAPS.

D - NOTHING BEFORE.

**73.- WHAT PRESSURE IS NEEDED TO OPEN THE OVER PRESSURE RELIEF VALVES ?**

A - .125 PSI.

B - 8.5 PSI.

C - 8.1 PSI.

D - 8.65 PSI.

**74.- WHAT SYSTEM PROVIDES INFORMATION TO THE IVSI?**

A - THE IRU.

B - THE FMC.

C - THE IRU AND THE FMC.

D - THE IRU AND THE AIR DATA COMPUTER.

**75.- WHAT TYPE OF ENGINES ARE ON THE AIRPLANE?**

- A - JT8D-300.
- B - CFM 56-3
- C - JT8D-300/500
- D - NOTHING BEFORE.

**76.- WHAT TYPE OF OXYGEN SYSTEM IS USED FOR THE PASSENGER CABIN?**

- A - ONE BOTTLE OF 114 FT3.
- B - TWO BOTTLE OF 114 FT3.
- C - INDIVIDUAL CHEMICAL OXYGEN GENERATOR LOCATED AT EACH PSU
- D - AN INDIVIDUAL PASSENGER SERVICE UNIT (PSU) MASK.

**77.- WHAT TYPE OF SENSORS OVERHEAT AND FIRE DETECTION HAS THE ENGINE?**

- A - A GAS LOOP SYSTEM.
- B - AN ELECTRONIC LOOP SYSTEM.
- C - A MANUAL LOOP SYSTEM.
- D - EACH ENGINE CONTAINS TWO OVERHEAT / FIRE DETECTOR LOOP

**78.- WHAT WILL HAPPEN TO THE AC AND DC STANDBY BUSES IF THE N° 1 DC BUS LOSES POWER ?**

- A - THE AC AND DC STANDBY BUSES WILL AUTOMATICALLY SWITCH TO THE HOT BATTERY BUS.
- B - THE AC AND DC STANDBY BUSES WILL AUTOMATICALLY SWITCH TO THE BATTERY BUS.
- C - THE AC AND DC STANDBY BUSES WILL AUTOMATICALLY SWITCH TO THE INVERTER BUS.
- D - THE AC AND DC STANDBY BUSES WILL AUTOMATICALLY SWITCH TO THE SERVICE BUS.

**79.- WHAT WILL HAPPEN WHEN THE DUCT OVERHEAT LIGHT ILLUMINATES?**

- A - THE AIR MIX VALVE WILL DRIVE TO FULL COLD.
- B - THE PACK VALVE HAS CLOSED.
- C - THE BLEED VALVE HAS CLOSED DUE TO EXCESSIVE PRESSURE OR TEMPERATURE.
- D - NOTHING BEFORE.

**80.- WHEN DOES THE FMA ANNUNCIATE "THR HLD" DURING TAKEOFF?**

- A - AT TAKEOFF (NORMAL OR REDUCED) ENGINE PARAMETERS.
- B - AT 60 KIAS.
- C - AT 64 KIAS.
- D - AT 80 KIAS.

**81.- WHEN DOES THE PTU OPERATE?**

- A - PTU OPERATE ALWAYS.
- B - WHEN YOU LOSE SYSTEM A PRESSURE.
- C - WHEN SYSTEM B ENGINE – DRIVEN HYDRAULIC PUMP PRESSURE DROPS BELOW LIMITS.
- D - WHEN YOU ARE IN MANUAL REVERSION.

**82.- WHEN DOES THE STANDBY PUMP AUTOMATICALLY ACTIVATE?**

- A - A LOSS OF SYSTEM A OR B.
- B - TRAILING EDGE FLAPS NOT UP.
- C - IN FLIGHT OR ON THE GROUND WHEN THE WHEEL SPEED IS ABOVE 60 KNOTS.
- D - ALL ARE CORRECT.

**83.- WHEN DOES THE TRANSPONDER ON AIRPLANES WITH TCAS , MODE "S" START TO OPERATE?**

- A - WHEN THE TCAS/TPDR MODE SELECTOR IS IN XPDR MODE.
- B - WHEN THE LEFT AIR/GROUND SWITCH GOES IN THE AIR MODE.
- C - ON AIRPLANES WITH TCAS, MODE "S" OPERATES CONTINUOUSLY WHEN THE TRANSPONDER MODE SELECTOR IS OUT OF STBY
- D - ALL ARE CORRECT.

**84.- WHEN DOES THE TRIM OPERATE AT THE " FAST" RATE?**

- A - WHEN THE AUTOPILOT IS CONNECT.
- B - WHEN FLAPS ARE EXTENDED
- C - WHEN FLAPS ARE UP.
- D - NOTHING BEFORE.

**85.- WHEN IS THE ALTITUDE ALERT LIGHT ILLUMINATED STEADY?**

- A - WHEN THE AIRCRAFT IS WITHIN 900 FEET OF THE ALTITUDE SET IN THE FMC.
- B - WHEN THE AIRCRAFT IS WITHIN 900 FEET OF THE ALTITUDE SET IN THE ADC.
- C - WHEN THE AIRCRAFT IS WITHIN 900 FEET OF THE ALTITUDE SET IN THE MCP.
- D - WHEN THE AIRCRAFT IS WITHIN 900 FEET OF THE ALTITUDE IN THE FO' S ALTITUDE.

**86.- WHEN IS THE ALTITUDE ALERT SYSTEM INHIBITED?**

- A - WHEN WING FLAPS ARE EXTENDED TO 25 OR GREATER
- B - WHEN A GLIDESLOPE CAPTURE.
- C - NOTHING BEFORE.
- D - A" AND " B" ARE CORRECT.

**87.- WHEN THE AIRCRAFT IS ON THE GROUND, WHEN DO THE ENGINES GO INTO LOW IDLE?**

- A - FOUR SECONDS AFTER TOUCHDOWN.
- B - DURING A BATTERY START.
- C - IN THE EVENT OF A POWER INTERRUPTION.
- D - ALL ARE CORRECT.

**88.- WHEN THE ENGINE ANTI-ICE IS SELECTED ON, WHAT PART OF THE ENGINE IS BEING HEATED?**

- A - THE ENGINE COWL VALVE.
- B - THE ENGINE COWL LIP
- C - THE ENGINE FAN INTAKE.
- D - NOTHING BEFORE.

**89.- WHEN THE ENGINE FIRE SWITCH IS PULLED?**

- A - CLOSES THE RELATE ENGINE FUEL SHUT OFF VALVE
- B - TRIPS THE GENERATOR CONTROL RELAY AND BREAKER
- C - CLOSES THE HYDRAULIC SHUT OFF VALVE.
- D - ALL ARE CORRECT

**90.- WHEN THE ENGINE START LEVER IS MOVED TO IDLE, WHAT TWO VALVES ARE BEING MOVED?**

- A - THE MEC VALVE (MECHANICALLY) AND THE FUEL SHUTOFF VALVE (ELECTRICALLY).
- B - THE MEC VALVE (ELECTRICALLY) AND THE FUEL SHUTOFF VALVE (MECHANICALLY).
- C - THE FUEL CONTROL UNIT VALVE AND THE MEC VALVE (MECHANICALLY).
- D - THE FUEL CONTROL UNIT VALVE AND THE MEC VALVE (ELECTRICALLY).

**91.- WHERE ARE THE ENGINE AND APU FIRE EXTINGUISHERS LOCATED?**

- A - IN THE RIGHT WHEEL WELL AND TAIL SECTION NEAR THE APU RESPECTIVELY.
- B - IN THE LEFT MAIN WHEEL WELL AND TAIL SECTION NEAR THE APU RESPECTIVELY.
- C - IN THE FORWARD CARGO COMPARTMENT AND TAIL SECTION NEAR THE APU RESPECTIVELY.
- D - NOTHING BEFORE.

**92.- WHICH HYDRAULIC SYSTEM IS USED TO POWER THE PRIMARY FLIGHT CONTROLS?**

- A - SYSTEM A
- B - SYSTEM B
- C - STANDBY SYSTEM
- D - BOTH A AND B SYSTEM ARE USED.

**93.- WHICH HYDRAULIC SYSTEM OPERATES THE LANDING GEAR?**

- A - SYSTEM A AND B.
- B - SYSTEM A ONLY.
- C - SYSTEM B ONLY.
- D - SYSTEM STANDBY.

**94.- WHICH HYDRAULIC SYSTEM POWERS THE PTU?**

- A - HYDRAULIC SYSTEM A.
- B - HYDRAULIC SYSTEM B.
- C - HYDRAULIC SYSTEM A AND STANDBY SYSTEM.
- D - NOTHING BEFORE.

**95.- WHICH PRIMARY FLIGHT CONTROL DOES NOT HAVE A MANUAL REVERSION MODE?**

- A - THE RUDDER.
- B - THE AILERONS.
- C - THE ELEVATOR.
- D - NOTHING BEFORE.

**96.- WHICH WINDOWS ON THE FIGHT DECK ARE HEATED?**

- A - L1 AND L2.
- B - L1, L2, L4 AND L5.
- C - L1, L2, L4, L5, R1, R2, R4 AND R5.
- D - NOTHING BEFORE.

**97.- WHY ARE THE ENGINE HYDRAULIC PUMP SWITCHES LEFT ON WHEN THE ENGINES ARE SHUTDOWN?**

- A - TO PROLONG THE SWITCH LIFE.
- B - TO PROLONG THE HYDRAULIC PUMP LIFE.
- C - TO PROLONG THE VALVE SOLENOID LIFE.
- D - NOTHING BEFORE.

**98.- WITH THE ENGINE START SELECTOR SELECTED TO FLT, HOW MANY IGNITERS ARE FIRING?**

- A - LEFT IGNITERS IN THE ENGINE.
- B - BOTH IGNITERS IN THE ENGINE.
- C - RIGHT IGNITERS IN THE ENGINE.
- D - NOTHING BEFORE.

**99.- WITH THE LOSS OF BOTH GENERATORS, WHICH ELECTRICAL BUSES ARE POWERED?**

- A - THE HOT BATTERY BUS AND THE SWITCHED HOT BATTERY BUS.
- B - THE BATTERY BUS AND THE DC STANDBY BUS.
- C - THE AC STANDBY BUS.
- D - ALL ARE CORRECT.

**100.- YOU ARE ATTEMPTING TO RESTART AN ENGINE WHILE IN HEAVY PRECIPITATION. HOW LONG COULD IT TAKE TO SEE IDLE SPEED?**

A - UP TO 1 MINUTE.

B - UP TO 2 MINUTES.

C - UP TO 3 MINUTES.

D - NOTHING BEFORE.

**101.- YOU WISH TO SELECT A DIFFERENT ROLL MODE AFTER TAKEOFF. WHEN CAN YOU SELECT IT ?**

A - AT OR ABOVE 400 FEET.

B - AT OR ABOVE 1000 FEET.

C - AT ANY TIME THAT " THR HLD" ARE ON VIEW.

D - AT ANY TIME AFTER " LIFTOFF" .