



## **Examen Teórico para Obtener o Renovar Habilitación de Tipo**

### **Boeing 767-300 (B763)**

(Última actualización: Agosto 2012)

**Materia : HABILITACION B-763 AIR CONDITIONING**

**Cantidad de Preguntas : 49**

- 1.- **Which mode is equipped with aneroid switch that automatically closes the outflow valve when the cabin exceeds 11.000 feet? Aircraft s/n 26261-29229. (FCOM, 2.30.2)**
  - A.- Only the automatic mode.
  - B.- Only the manual mode.
  - C.- Both modes.
  
- 2.- **Air Conditioning Graphic 8: What is the status of the FWD and AFT cargo heat system? (FCOM, 2.10.5-6)**
  - A.- OFF.
  - B.- ON.
  - C.- ON - Calling for heat.
  
- 3.- **Air Conditioning Graphic 2: What does the pack switches air indicate? (FCOM, 2.10.2)**
  - A.- L & R packs operating normally.
  - B.- R pack valve closed.
  - C.- L Pack inoperative.

- 4.- **What does the equipment cooling no cooling light indicate? (FCOM, 2.10.15)**  
A.- No reverse air flow through the E/E compartment..  
B.- Both supply fans imperative.  
C.- The exhaust fan is inoperative.
- 5.- **What condition turns the equipment cooling valve light on? (FCOM, 2.10.5)**  
A.- No airflow in the equipment cooling system.  
B.- Equipment cooling valves are not in their commanded position.  
C.- Overheat in the equipment cooling system.
- 6.- **Why is recirculated air used for air conditioning? (FCOM, 2.20.2)**  
A.- To increase flow from the packs.  
B.- To provide warmer air in some zones.  
C.- To reduce bleed air requirements.
- 7.- **The TRIM AIR switch is off. What is the status of the zone temperature control? (FCOM, 2.20.3)**  
A.- Activated.  
B.- The packs attempt to maintain all compartments at an average temperature.  
C.- Not affected.
- 8.- **What illuminates the PACK OFF light? (FCOM, 2.10.2)**  
A.- High air flow.  
B.- Pack valve is closed.  
C.- ACM fan inoperative.
- 9.- **When a pack selector is positioned to STBY N (Normal), what is the outlet temperature of the pack? (FCOM, 2.10.3)**  
A.- Constant moderate temperature.  
B.- Variable, dependent upon zone requirements.  
C.- Full cold.

- 10.- **Where is the reset function for a pack located? (FCOM; 2.10.2)**  
A.- Pack overheat does not require a reset.  
B.- In the reset selector.  
C.- In the inop/pack off light.
- 11.- **If the PACK INOP light remains illuminated after selecting STBY, the fault is a pack overheats. What do you must to do? (FCOM, 2.20.2)**  
A.- The left pack is shut down.  
B.- After the pack has cooled, an attempt to restore pack operation may be made by pushing the PACK RESET switch.  
C.- R pack produces HI flow.
- 12.- **Air Conditioning Graphic 2: What causes the zone temperature INOP lights to illuminate? (FCOM, 2.10.2)**  
A.- Right pack of off.  
B.- Trim air switch is off.  
C.- Right RECIC FAN is inoperative.
- 13.- **What is the indication of a cargo compartment temperature cooling to a temperature below the overheat setting? (FCOM, 2.10.6)**  
A.- The OVHT light can be reset by pushing.  
B.- The heat light comes on.  
C.- The OVHT light automatically goes out.
- 14.- **The cargo heat switch OVHT light illuminates and the EICAS advisory message FWD, AFT or BULK CARGO OVHT displays: (FCOM, 2.20.6)**  
A.- Into the cargo compartment.  
B.- Along the outside wall of the compartment.  
C.- When the cargo compartment temperature is above the standard control range.
- 15.- **What is the automatic cargo compartment temperature is maintained with the cargo heat switch on? (FCOM, 2.20.5)**  
A.- 23°F.  
B.- 45°F.  
C.- 65°F.

- 16.- **Air Conditioning Graphic 3: Is the right pack producing conditioned air? (FCOM, 2.10.2)**  
A.- Unable to determine.  
B.- YES  
C.- NO
- 17.- **What equipment cooling situation causes the ground crew call horn to sound? (FCOM, 2.50.2)**  
A.- Smoke in the exhaust duct.  
B.- An inoperative skin heat exchanger.  
C.- Equipment cooling overheat.
- 18.- **Air Conditioning Graphic 5: What action turns the auto inop light off? (FCOM, 2.10.8)**  
A.- The light cannot be turned off if Auto 1 or Auto2 Cabin controls are inoperative.  
B.- Selection of manual.  
C.- Selection of auto 2.
- 19.- **Where is the smoke detector located for the forward equipment cooling system? (CBT, Heating & Conditioning, Equip. Cooling)**  
A.- FWD E/E compartment.  
B.- Supply ducting.  
C.- Cooling ducts.
- 20.- **Air Conditioning Graphic 3: Why are the RECIRC FAN INOP lights on? (FCOM, 2.10.3)**  
A.- The fan switches are off.  
B.- The lights are indicating a failure.  
C.- The lights are indicating an overheat.
- 21.- **What LNDG alt would be set, if required, for interior airplane smoke clearance during the smoke evacuation procedure? (QRH, 8.20)**  
A.- 9.500  
B.- 12.000  
C.- 14.000

- 22.- **If the Pack INOP light remains illuminated after selecting Air Conditioning STBY Mode, the fault is: (FCOM, 2.20.2)**  
A.- A duck leak.  
B.- A Pack to cool.  
C.- A Pack overheats.
- 23.- **At what altitude does the cabin altitude light come on? (FCOM, 2.30.2)**  
A.- 8.500 ft.  
B.- 10.000 ft.  
C.- 14.000 ft.
- 24.- **Air Conditioning Graphic 7: At what temperature does the AFT cargo compartment OVHT light illuminate? (FCOM, 2.20.6)**  
A.- 75 degrees F.  
B.- 90 degrees F.  
C.- 30 degrees F.
- 25.- **Air Conditioning Graphic 3: What is the position of the right pack valve? (FCOM, 2.10.2)**  
A.- OPEN.  
B.- CLOSED.  
C.- IN TRANSIT.
- 26.- **Which equipment cooling mode of operation deactivates the ovht light? (FCOM, 2.10.5)**  
A.- AUTO.  
B.- STBY.  
C.- OVRD.
- 27.- **What equipment cooling mode must be selected to arm the no cooling light?(FCOM, 2.10.4)**  
A.- AUTO.  
B.- STBY.  
C.- OVRD.

- 28.- How does the STBY position affect the equipment cooling system? (FCOM, 2.10.5)**
- A.- Changes source for inboard air flow.
  - B.- Uses conditioned air to cool the equipment.
  - C.- Shuts off the airplane skin heat exchanger.
- 29.- The airplane is in climb and pressurization is being automatically controlled. What pressurization setting limits cabin altitude rate of change? (FCOM, 2.10.8)**
- A.- LDG ALT.
  - B.- Auto rate.
  - C.- A combination of the LDG alt and auto rate.
- 30.- Air Conditioning Graphic 2: What is the operating condition of the left RECIRC FAN? (FCOM, 2.10.3)**
- A.- OFF.
  - B.- Operating.
  - C.- Failed.
- 31.- Air Conditioning Graphic 4: What altitude will the cabin descend to during the airplane's descent to land?(FCOM, 2.10.7)**
- A.- Slightly below 540 FT.
  - B.- Slightly below 340 FT.
  - C.- Slightly below 140 FT.
- 32.- Air Conditioning Graphic 6: What altitude setting should be made on LNDG alt during the cockpit preparation? (FCOM, 2.10.7)**
- A.- 200 FT below takeoff airport elevation.
  - B.- Destination airport elevation.
  - C.- Cabin altitude as determined from placard.
- 33.- What limits are set by the auto rate control? (FCOM, 2.10.8)**
- A.- Cruise altitude.
  - B.- Differential pressure.
  - C.- Cabin rates of climb and descent.

- 34.- **Air Conditioning Graphic 2: Trim air for individual zone temperature control is: (FCOM, 2.10.2)**  
A.- Available but not regulated.  
B.- Not available.  
C.- Available and regulated.
- 35.- **What does the automatic controller compare when cruise mode is established? (FCOM, 2.30.1)**  
A.- Scheduled cabin altitude and selected landing altitude.  
B.- Takeoff altitude and selected landing altitude.  
C.- Selected cruise altitude and selected landing altitude.
- 36.- **At what rate will the cabin altitude climb under normal automatic pressurization control? (FCOM, 2.30.1)**  
A.- At the auto rate limit.  
B.- At the auto rate limit not to exceed a rate proportional to the airplane rate of climb or descent.  
C.- A cabin rate becomes a function of airplane climb rate, while maintaining the maximum differential pressure.
- 37.- **What auto rate limit is set for climb and descent with the auto rate knob set at the index mark? (FCOM, 2.10.8)**  
A.- Climb - 500 feet per minute descent - 300 feet per minute.  
B.- Climb - 50 feet per minute descent - 30 feet per minute.  
C.- Climb - 1.200 feet per minute descent - 1.200 feet per minute.
- 38.- **Cruise: the landing altitude has just been set above scheduled altitude. at what rate does the cabin altitude climb to the new selected landing altitude? (FCOM, 2.30.1)**  
A.- Whatever is set on the cabin altitude auto rate control.  
B.- One third the auto rate setting.  
C.- One half the auto rate setting.

- 39.- **What is the "scheduled" cabin altitude based on? (FCOM, 2.30.1)**  
A.- Airplane flight altitude.  
B.- A constant pressure differential.  
C.- Takeoff field elevation versus landing field elevation.
- 40.- **At touchdown the outflow valve: (FCOM, 2.30.2)**  
A.- Closes to depressurize the airplane.  
B.- Open to depressurize the airplane.  
C.- It freezes in the position prior touchdown.
- 41.- **What occurs after a Compartment Temperature Control is turned off? (FCOM, 2.10.2)**  
A.- Zone trim air is lost and the INOP light goes out.  
B.- Zone trim air is lost and the INOP light stays on.  
C.- The packs produce maximum cooling.
- 42.- **What is the purpose of trim air? (FCOM, 2.20.2)**  
A.- Controls pack temperature.  
B.- Control the temperature in each of the other compartments.  
C.- Cools conditioned air to meet the zone temperature requirements.
- 43.- **Automatic pressurization control for a flight requires selection of AUTO 1 or 2, desired auto rate and setting of Landing alt. (FCOM, 2.30.1)**  
A.- TRUE.  
B.- FALSE.
- 44.- **The Recirculation Fans may be: (FCOM, 2.20.2)**  
A.- Turned OFF for several minutes to provide a more rapid exchange of air.  
B.- Turned ON for several minutes to provide a more rapid exchange of air.  
C.- Pull the circuit breaker to prevent a more rapid exchange of air.

- 45.- **Recirculation FAN inoperative (INOP) lights come on if the fan fails when the switch is on or if the fan is switched off. (FCOM, 2.10.3)**  
A.- TRUE.  
B.- FALSE.
- 46.- **Can the APU bleed air be used for cargo heat? (FCOM, 2.40.1 y 2)**  
A.- YES  
B.- NO
- 47.- **In the equipment cooling OVRD mode, what is the source of cool air for the cockpit instruments and panels? (FCOM, 2.20.5)**  
A.- Outside air.  
B.- Skin heat exchanger.  
C.- Conditioned air.
- 48.- **What cabin altitude initiates a close signal to the outflow valve? (FCOM, 2.30.2)**  
A.- 10.000 feet.  
B.- 11.000 feet.  
C.- 14.500 feet.
- 49.- **What does the auto inoperative (INOP) light indicate? (FCOM, 2.10.8)**  
A.- Auto 1 is imperative.  
B.- Auto 2 is inoperative.  
C.- Auto 1 and auto 2 are both inoperative.

**Materia** : **HABILITACION B-763 APU, EMERGENCY, COMMUNICATION**

**Cantidad de Preguntas** : **44**

- 1.- Where is the switch that uses ground personnel to turns on the cockpit ground call light? (FCOM, 5.10.3, 5.30.1)**

  - A.- FWD cabin attendant panel.
  - B.- APU ground control panel.
  - C.- AFT cabin attendant panel.
  
- 2.- What is the function of the VHF TFR (transfer) switch? (FCOM, 5.10.4)**

  - A.- Transfer control between the left and right VHF comm radios.
  - B.- Transfer control between the VHF comm radio and the VHF nav radio.
  - C.- Controls which VHF communications frequency is to be used.
  
- 3.- What is controlled by the service interphone switch on the pilots accessory panel when is in ON position? (FCOM, 5.10.6)**

  - A.- The service interphone system.
  - B.- Adds external (unpressurized area) headphone jacks to cabin interphone system.
  - C.- The service interphone jacks located in pressurized areas.
  
- 4.- What does in the cabin interphone system pressing the ALERT switch on the pilot call panel (PCP) do? (FCOM, 5.30.2)**

  - A.- Causes the cabin call chime to sound continuously until a handset is picked up.
  - B.- Causes all the pink call light to flash until a handset is picked up.
  - C.- Illuminates the calls lights and sounds a chime at all interior station except for the originating station.

- 5.- **To erase a voice recorder, what conditions must be met? (FCOM, 5.10.11)**  
A.- Airplane on the ground, push and hold erase button.  
B.- Airplane on the ground, both engines shut down, push and hold erase button for 7 seconds.  
C.- Push and hold erase button and if the airplane on the ground, AC power on, parking brake is set.
- 6.- **The flight interphone system can be used for communications between the cockpit and the ground personnel on the main landing gear strut. (FCOM, 5.30.1)**  
A.- TRUE.  
B.- FALSE.
- 7.- **The flight/cabin interphone system can be connected to: (FCOM, 5.30.3)**  
A.- The service interphone system.  
B.- All service in cabin crew stations.  
C.- All service ground crew only.
- 8.- **The flight attendants communicate between flight attendant stations with the flight deck using: (FCOM, 5.30.2)**  
A.- Only the forward handset flight attendant station.  
B.- Any of the handset of the cabin.  
C.- Only the aft handset flight attendant station.
- 9.- **One of the following methods is used to alert pilots to incoming calls from the cabin: (FCOM, 5.30.2)**  
A.- Alert light flashes, bell sounds.  
B.- Alert light flashes.  
C.- An aural chime sounds in the flight deck.

- 10.- Flight deck crew members can make announcements with any microphone by: (FCOM, 5.30.3)**
- A.- The ground personnel can make announcement to passenger from ground.
  - B.- The flight deck crew members cannot use any microphone of flight deck.
  - C.- Pushing the PA (Passenger address) transmitter select switch on an audio control panel.
- 11.- COMMUNICATIONS GRAPHIC 3: When the flight recorder is automatically activated on the ground? (FCOM, 10.30.12)**
- A.- Either engine must be operating.
  - B.- After both engines are started or inflight
  - C.- After the ACARS out time is recorded.
- 12.- COMMUNICATIONS GRAPHIC 2: The SERV INTPH (service interphone) switch must be on to enable communications at what cabin/service interphone stations? (FCOM, 5.10.6)**
- A.- Interior.
  - B.- Exterior.
- 13.- COMMUNICATIONS GRAPHIC 1: What frequency is the radio tuned to?**
- A.- 120.6
  - B.- 118.3
- 14.- Can communications with all flight crew members stations be established using an oxygen mask microphone? (FCOM, 5.20.1)**
- A.- YES.
  - B.- NO.
- 15.- Where are flashlights kept? (FCOM, 1.45.4)**
- A.- In every lavatory.
  - B.- On the aft wall of the forward lavatory.
  - C.- At each flight attendant station.

- 16.- **What are the passenger cabin emergency lights powered by? (FCOM, 1.40.4)**  
A.- The airplane battery.  
B.- Each light has its own battery.  
C.- Remote batteries.
- 17.- **The two emergency locator transmitters are located under the pilot's seats. (FCOM, 1.45.2)**  
A.- TRUE.  
B.- FALSE.
- 18.- **The passenger oxygen system uses the same source as the cockpit crew? (FCOM, 1.40.5)**  
A.- TRUE.  
B.- FALSE.
- 19.- **The passenger door evacuation slide/rafts are disarmed by. (FCOM, 1.40.9)**  
A.- Positioning the arming lever to the disarmed position.  
B.- Pressing the abort switch.  
C.- Resetting the slide detachment handle.
- 20.- **The lower EICAS display shows what oxygen pressure? (FCOM, 1.40.5)**  
A.- Passenger oxygen pressure.  
B.- Cockpit crew pressure.  
C.- Flight attendant oxygen pressure.
- 21.- **The flight deck number two windows can be open: (FCOM, 1.40.7)**  
A.- on the ground or in flight.  
B.- only on the ground.  
C.- only in flight.

- 22.- **The crew can escape from the cockpit using the cockpit window emergency pneumatic slide. (FCOM, 1.40.7)**  
A.- TRUE.  
B.- FALSE.
- 23.- **If a fire extinguisher is to be discharged in the flight deck area, crew members must wear oxygen mask and use 100% oxygen with emergency selected. (FCOM, 1.45.1)**  
A.- TRUE.  
B.- FALSE.
- 24.- **EMERG. EQUIP GRAPHIC 2: Is the Pass Oxy switch in normal operation?(FCOM, 1.30.21)**  
A.- True.  
B.- False.
- 25.- **EMERGENCY EQUIP GRAPHIC: 4 This is the symbol for an exit path with slide/raft. (FCOM, 1.45.3)**  
A.- TRUE.  
B.- FALSE.
- 26.- **EMERGENCY EQUIP GRAPHIC: 3 What does the passenger oxygen switch status ON indicate? (FCOM,1.30.21)**  
A.- The passenger oxygen system masks have dropped.  
B.- The oxygen light at the passenger seat are on.  
C.- The passenger oxygen system is ready for pilot activation.
- 27.- **EMERGENCY EQUIP GRAPHIC 2: When is the UNARMED light illuminate? (FCOM, 1.30.9)**  
A.- The emergency lights switch is in the armed position.  
B.- The emergency lights illuminate when fault.  
C.- Illuminated (amber) – the emergency lighting system has been manually actuated or the emergency lights switch is OFF.

- 28.- **EMERGENCY EQUIP GRAPHIC 1: Where is the Oxygen Flow Indicator? (FCOM, 1.30.22)**  
A.- 1.  
B.- 2.  
C.- 3.
- 29.- **Do not operate the cargo doors with winds at the door of more than 25 knots. (1.40.12)**  
A.- True.  
B.- False.
- 30.- **With the APU operating, what happens when the APU FAULT light illuminates? (FCOM, 7.42.1)**  
A.- A normal shutdown sequence starts.  
B.- The APU has automatically shut down.  
C.- The APU fuel valve advisory message also illuminates.
- 31.- **Will the APU FUEL VAL advisory message (EICAS) be displayed during normal APU start and shutdown? (FCOM, 15.20.8)**  
A.- Yes, the message is displayed for normal transit then extinguishes.  
B.- No, the message is inhibited on EICAS when the valve is in transit.
- 32.- **Which of the following describes the start position of the rotating APU selector? (FCOM, 7.15.1)**  
A.- The APU fuel valve opens and at the same time the APU inlet door begins to open. A fuel pump also begins to operate. Return to ON when released  
B.- Latches, remains in start until moved.  
C.- Magnetically held until started cutout.
- 33.- **When will moving the battery switch off cause the APU to shut down? (FCOM, 7.30.2)**  
A.- On the ground.  
B.- In flight.  
C.- On the ground and in flight.

- 34.- When in ground the APU RUN light illuminates, the APU may be used to supply: (FCOM, 7.30.2)**
- A.- Electrical power and bleed air.
  - B.- Only electrical power
  - C.- Only hydraulics power.
- 35.- When does the APU cool down timing delay begin? (FCOM, 7.30.2)**
- A.- When the APU generator trips off.
  - B.- When the rotating APU selector is moved to off position.
  - C.- When the rotating APU selector is moved to off position and bleed air valve closes.
- 36.- What the APU fault light indicate? (FCOM, 7.15.1)**
- A.- An amber FAULT light on the APU control panel illuminates whenever a fault is sensed
  - B.- alternative a) and c) are correct.
  - C.- The FAULT light also comes on when the APU fuel valve is not in the commanded position.
- 37.- What is the minimum power needed to start and operate the APU? (FCOM, 7.30.1)**
- A.- APU battery only.
  - B.- APU start on ground requires both the APU battery and the aircraft main battery.
  - C.- APU battery and ground handling buses.
- 38.- What is indicated by an illuminated fault light when the APU selector is off? (FCOM, 7.15.1)**
- A.- The APU fuel valve disagrees with the commanded position.
  - B.- APU fault only.
  - C.- Either a fuel valve fault or an APU fault.

- 39.- What is cut off first when the APU selector is moved off? (FCOM, 7.30.2)**  
A.- Fuel.  
B.- APU Bleed air valve.  
C.- Generator output.
- 40.- What does the rotating APU selector when turned off? (FCOM, 7.30.2)**  
A.- Opens APU bleed valve.  
B.- Begin the shut down cooling cycle by closing the APU bleed air valve.  
C.- Cuts off fuel.
- 41.- What does the APU run light indicate? (FCOM, 7.15.1)**  
A.- APU generator is running.  
B.- APU selector in on.  
C.- APU is at operating speed.
- 42.- What does the APU FUEL VAL advisory message (EICAS) mean? (FCOM, 7.30.1)**  
A.- The fuel valve did not close.  
B.- The APU fuel valve position disagrees with the commanded position.  
C.- The fuel valve did not open.
- 43.- The APU selector is moved from off to start and released to on. When does the electric starter engage? (FCOM, 7.30.1)**  
A.- Immediately.  
B.- When the fuel valve has opened.  
C.- When the inlet door has opened.
- 44.- How can an APU fault must be reset? (FCOM, 7.15.1)**  
A.- Placing battery switch off.  
B.- Moving APU selector to start or off.  
C.- Only by moving APU selector to off.

**Materia : HABILITACION B-763 AUTOMATIC FLIGHT**

**Cantidad de Preguntas : 46**

- 1.- What is one indication of lateral or vertical nav mode engagement?**

  - A.- Annunciation on both ADI's.
  - B.- Annunciation on both ADI's and HSI's.
  - C.- Centering of the command bars on both ADI's.
  
- 2.- What flight director modes are activated by placing a flight director switch on while on the ground with no autopilots engaged?**

  - A.- V/S and HDC hold modes.
  - B.- V/S and HDC sel modes.
  - C.- Take off mode.
  
- 3.- What occurs when the autothrottle switch is moved to off?**

  - A.- Power is removed from the auto throttle servo system.
  - B.- Auto throttle can only be engaged in certain modes.
  - C.- Auto throttle can be engaged in any mode.
  
- 4.- Which modes are affected by the bank limit selector?**

  - A.- All roll modes.
  - B.- Only HDG sel mode.
  - C.- Only loc and APP modes.
  
- 5.- How can the altitude displayed in the MCP altitude indicator be changed?**

  - A.- Rotating the altitude selector.
  - B.- Entering desired altitude in the FMS CDU.
  
- 6.- What is accomplished by pushing the autopilot disengage bar up?**

  - A.- Previously selected autopilot is engaged.
  - B.- All autopilots disengage.
  - C.- All autopilots are armed to be engaged by pushing a CMD or CWS switch.

- 7.- **When can the command bars be displayed in the ADI during preflight?**  
A.- When the FD switch is on or an autopilot is engaged.  
B.- When the FD switch is on and the system is supplying valid commands.  
C.- When V NAV or L NAV is selected.
- 8.- **What indicates the flight director is not supplying valid commands?**  
A.- Flag in the ADI and or disappearance of commands.  
B.- Flag in the ADI and or disappearance of command bars.  
C.- Amber line through fd annunciation on ADI.
- 9.- **When are the autoland status annunciators normally blank?**  
A.- After flare arms.  
B.- Before APP mode is selected.  
C.- After rollout arms.
- 10.- **During takeoff. the autothrottle system advances the throttles:**  
A.- Separately, holding thrust indications equal.  
B.- Separately, to prevent yaw.  
C.- Together under all conditions.
- 11.- **During takeoff with the autothrottle engaged, the throttles stop moving with one engine slightly below the takeoff thrust. What action should you take?**  
A.- Take no action.  
B.- Disengage A/T.  
C.- Advance the lagging throttle to the correct thrust.
- 12.- **During takeoff, when is the THR hold mode engaged?**  
A.- At lift off.  
B.- At 80 KTS.  
C.- At 60 KTS.

- 13.- What does the THR hold mode accomplish?**  
A.- Moves throttles to hold takeoff thrust.  
B.- Moves throttles to hold selected speed.  
C.- Removes power from the autothrottle servo system.
- 14.- After glideslope capture, which of the following modes should appear on the eicas thrust mode display?**  
A.- CLB.  
B.- TO.  
C.- GA.
- 15.- When does the go-around mode arm for the AFDS and autothrottle system?**  
A.- AT glideslope capture.  
B.- AT localizer capture.  
C.- AT 50 FT. radio altitude.
- 16.- During a cross wind ILS, approach, at what approximate radio altitude does the autopilot enter the runway alignment mode?**  
A.- 50 FT.  
B.- 1.000 FT.  
C.- 500 FT.
- 17.- Is the runway alignment mode annunciated to the pilots?**  
A.- YES.  
B.- NO.
- 18.- With some variation depending on radio altitude rate of decrease, at what radio altitude does the autopilot start the landing flare?**  
A.- 50 FT.  
B.- 100 FT.  
C.- INNER ILS MARKER.

- 19.- How is the autopilot flare engage mode annunciated to the pilots?**  
A.- Flare appearing on the ADI's above G/S.  
B.- Land 3 moving from the left to the right side of the ADI's.  
C.- Flare replacing G/S on the left side of the ADI's.
- 20.- What is the ADI annunciation indicating the autothrottle system is retarding the throttles during the landing flare?**  
A.- Retard.  
B.- IDLE.  
C.- THR HOLD.
- 21.- After glideslope capture, what is required to activate the go-around mode?**  
A.- Pushing either go-around switch.  
B.- Failure of an autopilot.  
C.- Excessive below glideslope deviation.
- 22.- During the go-around mode, what mode does the autothrottle annunciate?**  
A.- THR HOLD.  
B.- EPR OR N1.  
C.- GA.
- 23.- Which of the following will prevent selection of the go-around mode?**  
A.- Either engine in reverse thrust.  
B.- Radio altitude greater than decision height.  
C.- Wing flaps at less landing position.
- 24.- After what point in an ILS approach can go-around mode be selected?**  
A.- Loc capture.  
B.- G/S capture or flaps moved from up.  
C.- Only at less than 1.000 FT radio altitude with glideslope captured.

- 25.- **What is the ADI mode annunciation for the roll ADI in the go-around mode?**  
A.- TRK HOLD.  
B.- HDG HOLD.  
C.- GA.
- 26.- **What is the ADI mode annunciation for the pitch ADS in the go-around mode?**  
A.- GA.  
B.- SPD.  
C.- V NAV.
- 27.- **During the go-around mode, which vertical speed is held by the autothrottle?**  
A.- 1.000 FPM.  
B.- 2.000 FPM.  
C.- 1.500 FPM.
- 28.- **Above 400 feet radio altitude, which action would deactivate the go-around mode?**  
A.- Select different roll or pitch modes.  
B.- Select a vor frequency.  
C.- Push either ga switch a second time.
- 29.- **When the go-around mode is deactivated, which autopilot will remain engaged?**  
A.- Left autopilot.  
B.- First in command.  
C.- Last in command.
- 30.- **During an ILS approach, below which approximate altitude is the go-around mode inhibited?**  
A.- 5 feet radio altitude.  
B.- Middle marker height.  
C.- Inner marker height.

- 31.- **Will the autoland mode activate with only the flight director turned on?**  
A.- YES.  
B.- NO.
- 32.- **What minimum number of autopilots must be engaged before the autoland and rollout modes will activate?**  
A.- 1  
B.- 2  
C.- 3
- 33.- **Which controls do the autopilots operate to track the localizer while in the rollout mode?**  
A.- Rudder and nose wheel steering.  
B.- Only rudder.  
C.- Only nose wheel steering.
- 34.- **At the start of a flight, with no AFDS modes active, how is the takeoff mode activated?**  
A.- Push the AFDS takeoff mode selector switch and observe the light bar in the switch come on.  
B.- Turn at least one flight director on.  
C.- One autopilot must be engaged.
- 35.- **The takeoff mode is available to which of the following?**  
A.- Autopilot and flight director.  
B.- Autopilot only.  
C.- Flight director only.
- 36.- **The flare and rollout modes are available for which of the following?**  
A.- Autopilot and flight director.  
B.- Multiple autopilots only.  
C.- Flight director only.

- 37.- How is the autothrottle normally disengaged after an automatic landing?**  
A.- Autopilot mode selection.  
B.- Automatically at touchdown.  
C.- By selecting reverse thrust.
- 38.- When the left autopilot is in command, what modes will the flight directors use?**  
A.- Whatever modes are selected for them independently.  
B.- The left FD will use the same modes as the A/P. the others will use whatever is selected for them.  
C.- All FD's will use the same modes as the engaged A/P.
- 39.- Where is the commanded airspeed displayed?**  
A.- Command airspeed bugs and speed window.  
B.- Reference airspeed bugs and HSI.  
C.- HSI and CDU.
- 40.- Where is the selected vertical speed indicated?**  
A.- VS select window.  
B.- VS select window and both ADI's.  
C.- VS select window and the legs pages of the fms CDU.
- 41.- What display change occurs when the approach mode is selected?**  
A.- LOC and G/S appear in the ADI.  
B.- Only LOC appears in the ADI.  
C.- Only G/S appears in the ADI.
- 42.- How can the crew get the localizer and glideslope deviation scale displayed?**  
A.- Select an ILS frequency.  
B.- Select PK on the ILS tuning head.  
C.- Reset the ILS circuit breaker.

- 43.- Which of the following affects does pushing down on the autopilot disengage VBAR have?**
- A.- Disengages command modes, but permits autopilot operation in control wheel steering.
  - B.- Disengages autopilots and prevents re-engagement.
  - C.- Disengages autopilots only if a control wheel disengage switch is pushed at the same time.
- 44.- After landing, which one of the following is required to deactivate the operating AFDS mode?**
- A.- Disengage all autopilots and turn off both flight directors.
  - B.- Turn off at least one flight director.
  - C.- Disengage at least one autopilot or turn off at least one flight director.
- 45.- The VNAV mode affects which of the following?**
- A.- Only the autopilot and flight director.
  - B.- Autopilot, flight director and autothrottle.
  - C.- Only the autopilot and autothrottle.
- 46.- What pitch mode is engaged by engaging the first autopilot in command, with neither flight director on?**
- A.- V/S.
  - B.- ALT HOLD.
  - C.- SPD.

**Materia : HABILITACION B-763 ELECTRICAL**

**Cantidad de Preguntas : 49**

- 1.- With the Bus Tie switches in auto, what causes the AC bus Isolation ISLN light to illuminate? (FCOM, 6.10.2)**

  - A.- Close Bus Tie breaker.
  - B.- Bus Tie fault, automatically open bus tie breaker.
  - C.- No action occur in Bus Tie breaker.
  
- 2.- A generator drive light can indicate low oil presure .**

  - A.- TRUE.
  - B.- FALSE.
  
- 3.- When can the ground service bus be powered?**

  - A.- Only on the ground.
  - B.- Only in flight.
  - C.- On the ground or in flight.
  
- 4.- What normally powers the battery bus during cruise?**

  - A.- The left DC bus.
  - B.- The STANDBY DC bus.
  - C.- The hot battery bus.
  
- 5.- ELECTRICAL POWER GRAPHIC 2: What standby buses are powered?**

  - A.- STANDBY AC and DC.
  - B.- STANDBY AC only.
  - C.- STANDBY DC only.
  
- 6.- To what bus is the utility bus connected, when the utility bus switch is on?**

  - A.- Respective main AC bus.
  - B.- Opposite utility bus.
  - C.- External power.

- 7.- **Pushing the generator control switch off causes the generator control off and generator drive lights to illuminate**  
A.- TRUE.  
B.- FALSE.
- 8.- **What causes the standby power bus off to illuminate?**  
A.- Battery charger failure.  
B.- Loss of left system power to standby buses.  
C.- Loss of power on either the standby AC or DC buses.
- 9.- **The off position of the standby power selector de-energizes the battery bus, standby AC bus and standby DC bus.**  
A.- TRUE.  
B.- FALSE.
- 10.- **Wich of the following will cause the generator drive light to illuminate?**  
A.- Clogged oil filter.  
B.- High generator load.  
C.- High oil temperature.
- 11.- **Which bus is powered automatically when external power is plugged in?**  
A.- STANDBY AC.  
B.- Ground service bus.  
C.- Ground handling bus.
- 12.- **Wich of the following arms the load shed system to trip off the utility buses when a generator is lost?**  
A.- Both bus tie breaker switches in auto.  
B.- Both trust levers in the takeoff range.  
C.- Both N2 PRMs at 50%

- 13.- **Which of the following arms the load shed system to trip off both utility buses with the loss of a generator?**  
A.- Both engine generator breakers closed.  
B.- Airplane inflight.  
C.- Both engine generator drive lights extinguished.
- 14.- **Three autopilots are armed for a triple channel approach. At 1200 feet radio altitude, the left generator is lost. As a result, the left main AC bus is lost.**  
A.- TRUE.  
B.- FALSE.
- 15.- **During a triple channel approach, the left generator is lost at 140 feet radio altitude. As a result the left main ac bus is lost.**  
A.- TRUE.  
B.- FALSE.
- 16.- **During a triple channel approach, the left generator trips off at 140 feet radio altitude. As a result, the captain's primary flight instruments are lost.**  
A.- TRUE.  
B.- FALSE.
- 17.- **What is required to enable the captain's flight instrument transfer bus to transfer with the loss of left main AC?**  
A.- Only the left bus tie switch must be in auto.  
B.- Only the right bus tie switch must be in auto.  
C.- Both the left and right bus tie switch must be in auto.
- 18.- **In flight, the left engine is shut down. What electrical busses are lost.**  
A.- Only the respective utility bus.  
B.- Only the two utility buses.  
C.- Both utility buses and the left DC bus.

- 19.- **During a triple channel approach, the right generator trips off at 140 feet radio altitude. as a result, the first officer's primary flight instruments are lost.**  
A.- TRUE.  
B.- FALSE.
- 20.- **What is required to enable the first officer's instrument transfer bus to transfer with the loss of right main AC?**  
A.- Only the left bus tie switch must be in auto.  
B.- Only the right bus tie switch must be in auto.  
C.- Both the left and right bus tie switch must be in auto.
- 21.- **ELECTRICAL POWER GRAPHIC 3: The APU is powering the buses. what would pushing the external power switch accomplish?**  
A.- Are external to power the buses when the apu is shut down.  
B.- Turn off external avail light to enable unplugging.  
C.- Trip off APU and power buses from external power.
- 22.- **ELECTRICAL POWER GRAPHIC: 5 Wich buses are powered.**  
A.- Battery and hot battery.  
B.- Battery and utility.  
C.- Battery and standby.
- 23.- **ELECTRICAL POWER GRAPHIC 3: Which buses are powered.**  
A.- All buses.  
B.- AC buses only.  
C.- DC buses only.
- 24.- **With the apu spplying electrical power, what happens when the first engine is started?**  
A.- The engine powers both main ac buses.  
B.- The engine powers its respective buses only.  
C.- Nothing happens until the apu is shut down.

- 25.- ELECTRICAL POWER GRAPHIC 3: Whith the APU supplying both electrical and pneumatic power, what happens as the first engine is started?**
- A.- Both utility buses trip off.
  - B.- Only the respective utility bus trips off.
  - C.- No utility buses trips off because external power is available.
- 26.- What bus powers the fire extinguishers?**
- A.- HOT BATTERY BUS.
  - B.- BATTERY BUS.
  - C.- STABDBY DC.
- 27.- What bus powers most of the airplane fire detection system?**
- A.- HOT BATTERY BUS.
  - B.- BATTERY BUS.
  - C.- STANDBY DC.
- 28.- Which has priority in supplying the ground handling, the APU or external power?**
- A.- APU.
  - B.- External power.
  - C.- Wichever is manually selected.
- 29.- What is closed by pushing the generator control switch on before engine start?**
- A.- GENERATOR FIELD ONLY.
  - B.- GENERATOR BREAKER ONLY.
  - C.- BOTH THE FIELD AND THE GENERATOR BREAKER.
- 30.- When can the ground handling bus be powered?**
- A.- Only on the ground.
  - B.- Only when the APU is running.
  - C.- Either on the ground or in flight.

- 31.- What can power the ground service bus?**  
A.- Only the APU.  
B.- Only the APU or external power.  
C.- APU, external power, or an engine generator.
- 32.- What can power the ground handling bus?**  
A.- Only external power.  
B.- Only external power or the APU.  
C.- External power, the APU, or an engine generator.
- 33.- ELECTRICAL POWER GRAPHIC 2: The APU and both engines are running. what would pushing the APU generator control switch on accomplish?**  
A.- Put APU power on the tie bus.  
B.- Put APU power on the ground service bus only.  
C.- Put APU power on all airplane buses.
- 34.- What does the external power available light indicate?**  
A.- Only that external power available light indicate.  
B.- External power has a usable voltage and frequency.  
C.- External power is in use on the main airplane buses.
- 35.- What can power a utility bus?**  
A.- Respective main AC BUS only.  
B.- Respective main AC or opposite utility bus only.  
C.- Respective main AC, opposite utility or AC bus.
- 36.- The bus tie system parallels engine generators but prevents any other sources from being paralleled.**  
A.- TRUE.  
B.- FALSE.

- 37.- The APU can be used to power the left main AC bus while the right engine generator is powering the right main AC bus.**  
A.- TRUE.  
B.- FALSE.
- 38.- The APU can be used to power the left main AC bus while external power is powering the right main AC bus.**  
A.- TRUE.  
B.- FALSE.
- 39.- The ground handling bus powers the battery chargers.**  
A.- TRUE.  
B.- FALSE.
- 40.- The ground service bus powers the cargo doors and cargo handling equipment.**  
A.- TRUE.  
B.- FALSE.
- 41.- What has the highest automatic priority on the left main AC bus?**  
A.- APU generator.  
B.- External power.  
C.- Left engine driven generator.
- 42.- The left main DC bus can power the battery bus with the battery switch off.**  
A.- TRUE.  
B.- FALSE.
- 43.- The standby buses can be powered from the left main AC and DC even with the standby selector off.**  
A.- TRUE.  
B.- FALSE.

- 44.- ELECTRICAL POWER GRAPHIC 2: What action would cause the engine generators to trip off?**  
A.- Pushing the bus tie switch off.  
B.- Pushing the external power switch on.  
C.- Pushing the APU generator control switch on.
- 45.- Pushing the generator control switch off resets the fault trip circuitry.**  
A.- TRUE.  
B.- FALSE.
- 46.- Pushing the generator control switch off opens the generator breaker?**  
A.- TRUE.  
B.- FALSE.
- 47.- What does the generator control off light indicate?**  
A.- Bus tie breaker open.  
B.- Generator breaker open.  
C.- Respective AC bus not powered.
- 48.- What does the external power available light indicate?**  
A.- Only the external power is plugged in.  
B.- External power has a usable voltage and frequency.  
C.- External power is in use on the main airplane buses.
- 49.- What does the utility bus off light illuminate?**  
A.- Only when the switch is off.  
B.- Whenever the bus is unpowered.  
C.- Only when the switch is on and the bus is unpowered.

**Materia** : HABILITACION B-763 FIRE & OVERHEAT, FUEL  
**Cantidad de Preguntas** : 31

- 1.- With the engines running, when will the center pump low pressure lights illuminate?**

  - A.- When pump pressure is low or no usable fuel is in the center tank with the center pumps on.
  - B.- Only when the pumps are off or the tank is empty.
  - C.- Only when the pumps are switched off.
  
- 2.- With the APU generator powering the airplane, which pump supplies fuel to the APU?**

  - A.- Left AFT boost pump.
  - B.- Left forward boost pump.
  - C.- DC powered fuel boost pump.
  
- 3.- Where does the total fuel valve come from?**

  - A.- Sum of L, C & R quantity indications.
  - B.- Separate probes in the fuel tanks.
  - C.- From the fuel quantity processor.
  
- 4.- When will the DC fuel boost pump start automatically?**

  - A.- When the APU is started with battery power only.
  - B.- When the left forward boost pump switch is commanded off and the APU is running.
  - C.- When the left AFT boost pump switch is commanded off and the APU is running.
  
- 5.- What appears in the left, center and right tank quantity indicators during the fuel quantity test?**

  - A.- 88.8
  - B.- 00.0
  - C.- 188.8

- 6.- **What action, if any, is required when starting the APU with battery power only?**
- A.- The DC fuel pump must be switched on prior to APU start.
  - B.- The left forward DC pump must be placed on.
  - C.- No action is required, the DC fuel pump starts automatically.
- 7.- **What action, if any, is required when starting the APU with battery power only?**
- A.- The DC fuel pump must be switched on prior to APU start.
  - B.- The left forward DC pump must be placed on.
  - C.- No action is required, the DC fuel pump starts automatically.
- 8.- **How can you tell if the fuel pump switch is off?**
- A.- The on will be in view.
  - B.- The on will be out of view.
  - C.- The bar will be in view.
- 9.- **How can you tell if the crossfeed valve switch is off?**
- A.- Bar will be in view.
  - B.- Bar will be out of view.
  - C.- On will be out of view.
- 10.- **FUEL GRAPHIC: 9 Is this a normal indication prior to APU start with no AC power?**
- A.- Yes, the DC pump will start automatically when the APU start selector is moved to the start position.
  - B.- No, the DC pump switch should be on for APU operation without AC power.
  - C.- Yes, the left forward pump switch must be off prior to APU start, but must be placed on just before starting the APU.
- 11.- **FUEL GRAPHIC: 8 What does this indicate?**
- A.- Left main boost pumps off.
  - B.- Crossfeed valve open.
  - C.- Left fuel system pressure low.

- 12.- **FUEL GRAPHIC: 7 Which tank is supplying fuel to the right engine?**  
A.- LEFT.  
B.- CENTER.  
C.- RIGHT.
- 13.- **FUEL GRAPHIC: 7 What is the position of the crossfeed switch and valve?**  
A.- Switch is on and valve is closed.  
B.- Switch is off and valve is open.  
C.- Switch is on and valve is open.
- 14.- **FUEL GRAPHIC 5: What is the position of the crossfeed valve?**  
A.- Switch is off and valve is closed.  
B.- Switch is off and valve is open.  
C.- Switch is on and valve is closed.
- 15.- **FUEL GRAPHIC: 5 The fuel configuration light illuminates when there is useable fuel in the center tank witch the center tank pumps off.**  
A.- TRUE.  
B.- FALSE.
- 16.- **FUEL GRAPHIC: 5 The fuel configuration light illuminates when fuel is low.**  
A.- TRUE.  
B.- FALSE.
- 17.- **FUEL GRAPHIC: 5 The fuel configuration light illuminates when a significant fuel unbalance exists.**  
A.- TRUE.  
B.- FALSE.

- 18.- FUEL GRAPHIC: 4 What is the status of the left AFT main tank fuel pump?**  
A.- Turned on - output pressure is normal.  
B.- Turned on - output pressure is low.  
C.- Turned off - output pressure is normal.
- 19.- FUEL GRAPHIC: 4 What is the pump output pressure for the left AFT pump?**  
A.- LOW.  
B.- NORMAL.  
C.- HIGH.
- 20.- FUEL GRAPHIC: 4 What is the position of the crossfeed valve?**  
A.- Can't tell.  
B.- Open.  
C.- Closed.
- 21.- FUEL GRAPHIC: 3 Which pump is supplying fuel to the APU?**  
A.- Left forward pump.  
B.- Left center pump.  
C.- Left AFT pump.
- 22.- FUEL GRAPHIC: 3 What is the position of the crossfeed valve?**  
A.- Closed.  
B.- Open.  
C.- Can't tell.
- 23.- FUEL GRAPHIC: 2 What is the status of the left AFT main fuel pump?**  
A.- Failed.  
B.- Turned on - output pressure normal.  
C.- Turned off.

- 24.- **FUEL GRAPHIC: 2** What is the position of the left forward boost pump switch?  
A.- ON.  
B.- OFF.
- 25.- **FUEL GRAPHIC 2: Are these pump indications normal during preflight?**  
A.- No. The low pressure lights are armed only when the switch is on.  
B.- No. The low pressure light indicate both pumps have failed.  
C.- Yes. But only when the APU is operating.
- 26.- **FUEL GRAPHIC 2: Are these indications normal during a preflight with the APU running and the APU generator supplying power?**  
A.- No. The on indication should be in view in the left FWD pump switch.  
B.- No. The forward fuel pump low pressure light should be on.  
C.- Yes. The left forward pump is supplying pressure for APU operation.
- 27.- **FUEL GRAPHIC 2: Are these indications normal during a preflight with the APU running and the APU generator supplying power?**  
A.- No. The on indication should be in view in the left FWD pump switch.  
B.- No. The forward fuel pump low pressure light should be on.  
C.- Yes. The left forward pump is supplying pressure for APU operation.
- 28.- **FUEL GRAPHIC: 11** If you are airborne with both engines operating, what does this indicate for the center tank pumps?  
A.- Fuel pump output pressure is high.  
B.- Center tank fuel has been used.  
C.- Left fuel system pressure is low.
- 29.- **FUEL GRAPHIC: 10** On the ground, is this a normal indication after APU start with AC power on the airplane?  
A.- No, all main tank low pressure lights should be extinguished.  
B.- Yes, as the DC pump is supplying fuel to APU.  
C.- No, the left forward boost pump low pressure light should be extinguished.

- 30.- FUEL GRAPHIC: 10 Is this a normal indication for preflight?**
- A.- Yes, when the APU is supplying both electrical and pneumatic power.
  - B.- Yes, when fuel is loaded in the center tank and APU is not operating.
  - C.- No, center tank low pressure lights should be illuminated.
- 31.- Can the left FWD fuel pump be switched off if it is supplying fuel to the APU on the ground with the APU running?**
- A.- No, the pump cannot be turned off.
  - B.- Yes, by pushing its switch on then off.
  - C.- Yes, by pushing the DC fuel pump switch on.

**Materia : HABILITACION B-763 FLIGHT CONTROLS**

**Cantidad de Preguntas : 40**

- 1.- **When are the flight control shutoff switches used? (FCOM, 9.10.6)**
  - A.- In case of a hydraulic leak inflight.
  - B.- In the event of a flight control failure.
  - C.- Ground use only.
  
- 2.- **What the lights mean in the Flight (FLT) CONTROL SHUTOFF Switches? (9.10.6)**
  - A.- ON – the flight control valve is commanded open.
  - B.- Off (ON not visible) – the flight control valve is commanded open
  - C.- Off (visible) – the flight control valve is commanded open.
  
- 3.- **Which is the correct display on EICAS status when the control column is pushed to the forward stop? (FCOM, 9.10.5)**
  - A.- Both elevator position pointers full scale deflection up.
  - B.- Both elevator position pointers full scale deflection down.
  - C.- Both elevator position pointers 3/4 scale deflection down.
  
- 4.- **The AUTO SPDBRK light illuminates and the EICAS advisory message AUTO SPEEDBRAKE displays to indicate: (FCOM, 9.20.9)**
  - A.- A fault is detected in the automatic speed brake system which may result in the loss of automatic speed brake extension.
  - B.- The pilot must be alert.
  - C.- A fault is detected in the automatic speed brake system.
  
- 5.- **IF the stabilizer moves in a direction opposing autopilot elevator control inputs, Unscheduled Stabilizer Trim (UNSCHED STAB TRIM) Light illuminates. (FCOM, 9.20.5)**
  - A.- TRUE
  - B.- FALSE

- 6.- **What is the stabilizer trim rate during autopilot operation? (FCOM, 9.20.5)**  
A.- Normal (full rate).  
B.- 1/2 full rate.  
C.- 1/4 full rate.
- 7.- **Where is the alleron trim indicator located? (FCOM, 9.10.3)**  
A.- Aft control stand.  
B.- Center pilots panel.  
C.- Pilots control column.
- 8.- **When using the alternate flaps system, the flaps raise at what speed compared to hydraulic operation? (FCOM, 9.20.10)**  
A.- Faster.  
B.- Slower.  
C.- The same.
- 9.- **Why should the speed brake lever be moved from armed to the down detent when the auto SPDBRK light illuminates? (FCOM, 9.20.9)**  
A.- To prevent possible inflight speedbrake deployment.  
B.- To prevent asymmetric speedbrake deployment.  
C.- To restore operation of roll spoilers.
- 10.- **What is indicated when the right YAW DAMPER Switch has an ON indication and INOP light in view? (FCOM, 9.10.5)**  
A.- The right yaw damper is inoperative.  
B.- No yaw damping capability exists.  
C.- The system has been turned off manually.
- 11.- **What is indicated by the Stabilizer Trim (STAB TRIM) Light, Illuminated (amber)? (FCOM, 9.10.3)**  
A.- Stabilizer trim is operating normally.  
B.- Stabilizer trim rate is one-half the normal control wheel stabilizer trim switch rate.  
C.- Autopilot stabilizer trimming.

- 12.- **What is indicated by a FLAP LD RELIEF advisory message (EICAS)?  
FCOM, 9.30.1)**
- A.- System is retracting flaps to 25 position.
  - B.- The flap load relief system fails to operate when required.
  - C.- Flaps 30 airspeed is exceeded and pilot should slow down or retract flaps.
- 13.- **What happens when flaps 1 is selected? (FCOM, 9.20.9)**
- A.- Only the trailing edge flaps are extended.
  - B.- Both leading edge slat and trailing edge flaps are extended.
  - C.- Commands the slats to move to the midrange position.
- 14.- **What functions do the yaw damper systems provide? (FCOM, 9.20.8)**
- A.- Turn coordination and rudder load relief.
  - B.- The yaw damper systems improve turn coordination and Dutch roll damping.
  - C.- Rudder load relief and improved dutch roll characteristics.
- 15.- **What EICAS page displays the rudder, aileron and elevator positions? (FCOM, 9.10.5)**
- A.- Maintenance.
  - B.- Status Display.
  - C.- Engine secondary.
- 16.- **What does the rudder trim indicator display? (FCOM, 9.10.4)**
- A.- Trim input in units.
  - B.- Rudder displacement in degrees.
  - C.- Rudder displacement in percent of max. available.
- 17.- **What does the SPOILERS Light indicate when illuminated (Amber)?  
(FCOM, 9.10.8)**
- A.- The spoilers are armed for deployment.
  - B.- One or more spoiler pairs are inoperative.
  - C.- The spoilers are deployed.

- 18.- What is the purpose of the Flap Load Relief system? (FCOM, 9.20.10)**  
A.- If the flap airspeed placard limit is exceeded with the flaps in the 25 or 30 positions, the flaps automatically retract to position 20.  
B.- Relieves "c" hydraulic system pressure to flap actuators when pressure is too high.  
C.- Ensures that trailing edge flaps extend before the leading edge flaps.
- 19.- What is indicated when the left yaw damper switch is off and the indp light is illuminated? (FCOM, 9.10.5)**  
A.- The system has been turned off manually.  
B.- A fault exists in the system  
C.- No yaw damping capability exists.
- 20.- What is indicated when the Aileron Lockout (AIL LOCK) Light comes illuminated (amber)? FCOM, 9.10.8)**  
A.- All ailerons locked out.  
B.- One on both of the outboard ailerons may not have unlocked.  
C.- Aileron lockout actuator disagrees with the commanded position.
- 21.- What is cutoff by Stabilizer (STAB) Cutout Switches? (FCOM, 9.10.2)**  
A.- Manual trim signals.  
B.- Hydraulic power.  
C.- Electric trim signals.
- 22.- How many hydraulic rudder actuators are depressurized when the rudder ratio light is illuminated? (FCOM, 9.20.8)**  
A.- 1  
B.- 2  
C.- 3
- 23.- What is indicated by the flap position indicator at flaps 5? (FCOM, 9.10.11)**  
A.- Trailing edge position.  
B.- Leading edge position.  
C.- Flap lever position.

- 24.- **What does the rudder ratio light illuminated inflight mean? (FCOM, 9.10.6)**  
A.- One control system electronic unit is out.  
B.- Rudder displacement is no longer limited  
C.- The rudder ratio changer is inop.
- 25.- **What system prevents structural damage due to large rudder displacement at high airspeed? (FCOM, 9.20.7)**  
A.- Rudder ratio changer.  
B.- Feel unit.  
C.- Mechanical stop.
- 26.- **What does the aileron trim indicator display? (FCOM, 9.10.3)**  
A.- Units of trim.  
B.- Degrees of trim.  
C.- Percent of max. trim.
- 27.- **What are the normal landing flap settings? (FCOM, 9.20.9)**  
A.- 15 and 20  
B.- 20 and 25  
C.- 25 and 30
- 28.- **What are the functions of the dual aileron trim switches? (FCOM, 9.10.4)**  
A.- Both switches provide the same function. the second switch is a redundant backup.  
B.- One switch controls the hydraulic trim system and the other switch controls the electric backup system.  
C.- Moves the control wheel, ailerons, and spoilers in the desired direction.
- 29.- **How many actuators on each aileron panel position the ailerons? (FCOM, 9.20.4)**  
A.- 1  
B.- 2  
C.- 3

- 30.- How many spoilers are there on each wing? (FCOM, 9.20.8)**  
A.- 5  
B.- 6  
C.- 7
- 31.- How do the stabilizer trim switches located on the control columns actuate the trim control modules? (FCOM, 9.20.5)**  
A.- Hydraulically.  
B.- Electrically.  
C.- Mechanically.
- 32.- How can stabilizer movements be stopped? (FCOM, 9.20.6)**  
A.- Move the trim switches in the same direction.  
B.- Center the manual trim levers.  
C.- Use force on the control column in opposition to the runaway trim.
- 33.- How are the flaps hydraulically powered under normal conditions? (FCOM, 13.20.2)**  
A.- Left system.  
B.- Center and left system.  
C.- Center system.
- 34.- From where is airspeed data for the Rudder ratio changer received? (FCOM, 9.20.7)**  
A.- Pilot static system.  
B.- Air data computer.  
C.- Captain's airspeed indicator.
- 35.- Automatic operation of the ground speedbrakes may be affected by a partial or gear up landing. (FCOM, 9.20.8)**  
A.- TRUE.  
B.- FALSE.

- 36.- At what flap position are the leading edge slats fully extended in primary hydraulic drive.(FCOM, 9.20.9)**  
A.- 1  
B.- 20  
C.- 25
- 37.- Hydraulic power for the elevators is provided by which hydraulic system(s).(FCOM, 9.20.4)**  
A.- LEFT  
B.- CENTER  
C.- LEF, CENTER, RIGHT.
- 38.- How many hydraulic system(s) normally provide hydraulic power for rudder displacement? (FCOM, 9.20.4)**  
A.- 1  
B.- 2  
C.- 3
- 39.- How many hydraulic power actuators are used for elevator movement under normal conditions? (FCOM, 9.20.4)**  
A.- 1  
B.- 2  
C.- 3
- 40.- What systems must be available to the yaw dampers to pass a yaw damper test?**  
A.- EFIS, air data computer.  
B.- Hydraulic, air data computer.  
C.- Hydraulic, IRS.

**Materia : HABILITACION B-763 FLIGHT INSTRUMENT**

**Cantidad de Preguntas : 48**

- 1.- What happens to the IRS when the mode selector is moved from off to nav?**

  - A.- Initiates leveling and alignment with true north.
  - B.- Initiates a 10 minutes alignment.
  - C.- Immediately enters nav mode.
  
- 2.- Which switch controls the signal to the vertical speed indicator?**

  - A.- EFI.
  - B.- IRS.
  - C.- FMC.
  
- 3.- Approximately how long does the irs preflight alignment take?**

  - A.- 5 minutes.
  - B.- 10 minutes.
  - C.- 15 minutes.
  
- 4.- Flight Instruments Graphic 12: Is radio altitude shown on this instrument?**

  - A.- No.
  - B.- Yes, in the upper left corner.
  - C.- Yes, in the upper right corner.
  
- 5.- Flight Instruments Graphic 11: Which is a reference airspeed bug?**

  - A.- A
  - B.- B
  - C.- C
  
- 6.- Flight Instruments Graphic 15: What is the HSI display mode?**

  - A.- MAP.
  - B.- VOR.
  - C.- ILS.

- 7.- Flight Instruments Graphic 17: What does this indicate?**  
A.- Your VOR and DMF receivers have malfunctioned.  
B.- The VOR is out of range.  
C.- The ILS is out of range.
- 8.- Flight Instruments Graphic 18: What range is selected on the control panel?**  
A.- 40  
B.- 80  
C.- 160
- 9.- Flight Instruments Graphic 23: Which instrument source select panel switch(es) should be selected to alternate (altn).**  
A.- FMC switch.  
B.- EFI switch.  
C.- IRS switch.
- 10.- Flight Instruments Graphic 3: What do these indications mean?**  
A.- ILS is turned off.  
B.- ILS system malfunction.  
C.- ILS is turned but signals are not being received.
- 11.- Flight Instruments Graphic 6: What is the heading set in the autopilot mode control panel?**  
A.- 240  
B.- 255  
C.- 260
- 12.- Flight Instruments Graphic 7: What is the airplane heading?**  
A.- 240  
B.- 255  
C.- 260

- 13.- Flight Instruments Graphic 8: To what is the compass ARC referenced?**  
A.- Magnetic north.  
B.- True north.  
C.- Grid north.
- 14.- Flight Instruments Graphic 8: What is the airplane track?**  
A.- 240  
B.- 255  
C.- 260
- 15.- How do the main altimeters operate?**  
A.- Pneumatically from the pitot-static system.  
B.- Mechanically and receive altitude signals from the air data computer.  
C.- Electrically and receive altitude signals from the air data computer.
- 16.- What does pulling the cage control accomplish on the standby attitude indicator?**  
A.- Nothing, until the cage control is rotated.  
B.- Biases airplane symbol out of view for horizon adjustment.  
C.- Aligns horizon line with airplane symbol.
- 17.- What indicates the flight director is not supplying valid commands?**  
A.- Flag in the ADI.  
B.- Command bars out of view or flag in the ADI.  
C.- Caution and warning display annunciation.
- 18.- When is the gyro flag out of view on the standby attitude indicator?**  
A.- When there is a loss of power.  
B.- When the gyro is operating normally.  
C.- When the gyro is operating normally or there is a loss of power.

- 19.- **When weather radar displays are on the HSI, what color indicates the least precipitation intensity?**  
A.- RED.  
B.- YELLOW.  
C.- GREEN.
- 20.- **What happens if an invalid vertical speed signal is received by the vertical speed indicator?**  
A.- Needle moves to 3 o'clock position.  
B.- Off flag appears.  
C.- Off flag appears and needle moves to 3 o'clock position.
- 21.- **Where is radio altitude displayed?**  
A.- FMS CDU.  
B.- ADI.  
C.- HSI.
- 22.- **Which source selector controls the data source for the FO's RDMI heading?**  
A.- Captain EFI switch.  
B.- FO's EFI switch.  
C.- Captain's IRS switch.
- 23.- **Where is the selected heading displayed?**  
A.- Only on the mode control panel heading indicator.  
B.- Both HSIs and mode control panel selected heading indicator.  
C.- Both RDMIs.
- 24.- **Which switch controls the data source for the captain's RDMI heading?**  
A.- Captain's EFI.  
B.- Captain's IRS.  
C.- FO'S IRS.

- 25.- With any IRS align lights on, are there any restrictions on moving the airplane?**
- A.- Yes, airplane should not be moved.
  - B.- Yes, airplane should not move faster than 5 knots.
  - C.- No.
- 26.- What is the result of selecting HLD with the GMT set switch?**
- A.- Stops the time.
  - B.- Transfers GMT indication to CHR/ET display.
  - C.- Stops the chronometer.
- 27.- What should be done if the airplane is inadvertently moved during the IRS alignment?**
- A.- Position the mode selector to att position.
  - B.- Turn the mode selectors to off, then restart alignment.
  - C.- Position all mode selectors to align.
- 28.- When can the flight director command bars be displayed in the ADI?**
- A.- When the associated FD switch is on or an autopilot is engaged.
  - B.- When the associated FD switch is on and the system is supplying valid commands.
  - C.- When V nav OR L nav is selected.
- 29.- Which of the following indicates an ADI power loss?**
- A.- ADI failure flag.
  - B.- EFIS failure message.
  - C.- A blank ADI display.
- 30.- When are the RDMI pointer flags out of view?**
- A.- When valid signals are received.
  - B.- When power is lost.
  - C.- When power is lost or valid signals are received.

- 31.- Which pitot tube supplies the standby airspeed indicator?**  
A.- Lower right pitot.  
B.- Captain's pitot.  
C.- Lower left pitot.
- 32.- When will the ADI display IRS generated attitude?**  
A.- As soon as the associated IRS is turned on.  
B.- As soon as the associated IRS enters the align mode.  
C.- As soon as the associated IRS enters the nav mode.
- 33.- Where can localizer and glide slope information be displayed?**  
A.- CAPTAIN and FO'S ADI'S only.  
B.- Standby attitude indicator only.  
C.- Captain and first officer's ADI's, HSI's and the standby attitude indicator.
- 34.- Which function has priority in the ET/CHR indicator?**  
A.- Chronograph.  
B.- Elapsed time.
- 35.- During a normal IRS alignment, when does the align light go out?**  
A.- When the IRS enters nav mode.  
B.- When the IRS enters align mode.  
C.- When the IRS enters attitude mode.
- 36.- When weather radar displays are on the HSI, what color indicates the greatest return intensity?**  
A.- RED.  
B.- YELLOW.  
C.- GREEN.

- 37.- Which instrument source select panel switch should be selected to alternate if an ADI and HSI lose their displays?**  
A.- FMC switch.  
B.- EFI switch.  
C.- IRS switch.
- 38.- What light(s) should come on when the IRS mode selector is moved from off to nav?**  
A.- The on DC momentarily, then the align.  
B.- Align and DC fail.  
C.- On DC and DC fail.
- 39.- What is indicated by the IRS on DC lights momentarily coming on during preflight alignment?**  
A.- The AC power source has failed.  
B.- The IRS is testing the power from the IRS batteries.  
C.- The IRS is testing the power from the main airplane battery.
- 40.- What inputs are required by the IRS system before it can enter the nav mode from the align mode?**  
A.- At least two waypoints.  
B.- Airplane latitude and longitude.  
C.- GMT.
- 41.- What additional information is displayed on the HSI when the waypoint switch on the HSI control panel is on?**  
A.- Location of waypoints within range.  
B.- Elevation and magnetic variation for each waypoint.  
C.- Altitude of route waypoints.
- 42.- From what source does the captain's ADI normally receive altitude signals?**  
A.- Center IRS.  
B.- Left IRS.  
C.- Right IRS.

- 43.- What does a main altimeter failure flag mean?**  
A.- Altimeter is in backup pneumatic mode.  
B.- Altimeter is inoperative.  
C.- Altitude alert system is inoperative.
- 44.- Flight Instruments Graphic 2: What do these ILS indications mean?**  
A.- ILS system malfunction.  
B.- ILS is turned off.  
C.- ILS is tuned but signals are not received.
- 45.- What heading is normally displayed on the RDMI?**  
A.- Magnetic heading from the IRS.  
B.- True heading from the IRS.  
C.- Magnetic heading from the compass system.
- 46.- How is magnetic heading determined?**  
A.- Flux valves and stabilization gyros.  
B.- Computation by IRS using true north and stored variation values.  
C.- Flux valves and IRS stabilization.
- 47.- Flight Instruments Graphic 5: What DH value is selected on the ADI control panel?**  
A.- A negative DH value.  
B.- A positive DH value.  
C.- A zero DH value.
- 48.- What does an ovspd light indicate?**  
A.- VMO or MMO S being exceeded.  
B.- An engine is overspeeding.  
C.- An ACM is overspeeding.

**Materia : HABILITACION B-763 FMS**

**Cantidad de Preguntas : 50**

- 1.- What does the dsby light on the CDU indicate?**  
A.- A message is displayed in the scratch pad.  
B.- The CDU display has failed.  
C.- When modification is in progress, and any RTE, RTE LEGS, RTE DATA, HOLD, CLB, CRZ, or DES page is shown.
- 2.- A green LNAV annunciation in the ADI indicates:**  
A.- LNAV is controlling vertical speed.  
B.- LNAV is armed.  
C.- LNAV is engaged.
- 3.- Can changes to route legs or arrival procedures be made inflight?**  
A.- YES.  
B.- NO.
- 4.- Can the crew manually enter a different GMT on the pos init page?**  
A.- Yes, but only the hour.  
B.- Yes, but only the minutes.  
C.- No.
- 5.- Cruise altitude can be entered in the CDU as a flight level or as an altitude.**  
A.- TRUE.  
B.- FALSE.
- 6.- FMS GRAPHIC 3: What time will the airplane reach the active waypoint?**  
A.- 0100  
B.- 0900  
C.- 1000

- 7.- **FMS GRAPHIC 4: Which of the labeled keys is a line select key?**  
A.- A  
B.- B  
C.- C
- 8.- **FMS GRAPHIC 5: What should occur if the lower right line select key is pushed?**  
A.- Index page appears.  
B.- Route is transferred to the scratch pad.  
C.- Route page appears.
- 9.- **FMS GRAPHIC 5: Which of the following keys will result in the display of the pos ref page?**  
A.- RTE.  
B.- INIT/REF.  
C.- Next page.
- 10.- **FMS GRAPHIC 6: Which of the following must be entered first?**  
A.- Origin.  
B.- Runway.  
C.- Sid.
- 11.- **How is data typed into the scratch pad line?**  
A.- With function keys.  
B.- With alphanumeric keys.  
C.- With either function or alphanumeric keys.
- 12.- **What page will appear on the cdu display when power is first applied during preflight?**  
A.- POS INIT 1/2  
B.- PERF INIT 1/1  
C.- IDENT 1/1

- 13.- **FMS GRAPHIC 7: Which of the following will clear this route?**  
A.- Press & hold the clr key.  
B.- Enter a new origin.  
C.- Press the rte 2 line select key.
- 14.- **FMS GRAPHIC 8: Why must data be entered on this page?**  
A.- To allow system to compute lateral navigation information.  
B.- To allow system to compute vertical navigation information.  
C.- To initialize the IRS for navigation.
- 15.- **What additional information is displayed on the hsi when the navaid switch on the efis control panel is on?**  
A.- Location of navaids in the data base.  
B.- Elevation and magnetic variation of navaids.  
C.- Frequency of navaids.
- 16.- **What additional information is displayed on the hsi when the airport switch on the efis control panel is on?**  
A.- Location of all airports in the data base.  
B.- Runway elevation for all airports in the data base.  
C.- Runway direction for all airports in the data base
- 17.- **What additional information is displayed on the HSI when waypoint switch on the EFIS control panel is on?**  
A.- Location of all waypoints in the data base.  
B.- Elevation and magnetic variation for each waypoint.  
C.- Elevation of all waypoints.
- 18.- **How are the pilots automatically notified of a non-intercept heading situation?**  
A.- Flashing HSI symbology.  
B.- The AFDS automatically turning the airplane to intercept the Inav route.  
C.- The display of a scratch pad message in the CDUs.

- 19.- How many IRS units will use the set irs pos entered on the pos int page?**  
A.- ONE (R).  
B.- TWO (C & R).  
C.- THREE (L, C & R).
- 20.- How can a sid be entered into your route of flight?**  
A.- Directly on the route page.  
B.- Only if it's part of a stored company route.  
C.- Using the departure page.
- 21.- How does the CDU identify an invalid entry by a crewmember?**  
A.- Aural warning (3 beeps).  
B.- Fail light.  
C.- Message on the scratch pad line.
- 22.- How can typed-in scratch pad data be completely cleared?**  
A.- Push the CLR key once.  
B.- Push the CLR key twice.  
C.- Push and hold the CLR key.
- 23.- How does the CDU request a data entry?**  
A.- Questions marks or dashes.  
B.- Question marks or periods.  
C.- Dashes or boxes.
- 24.- What function does the range selector have in the map and plan mode?**  
A.- Select the map range.  
B.- Select the range to the next waypoint.  
C.- Enter the distance to the next waypoint.

- 25.- How is FMC navigation affected if DME/DME or VOR/DME updating is lost?**
- A.- The FMC will not navigate without updating.
  - B.- The FMC will navigate using IRS inputs only.
  - C.- The FMC will navigate using VOR/VOR bearing.
- 26.- If the left FMC fails, how is the first officer's CDU affected?**
- A.- The F/O CDU display will fail.
  - B.- The F/O CDU is not affected.
  - C.- The F/O CDU will operate at 1/2 the normal data entry rate.
- 27.- What cost index should be entered if a minimum fuel burn flight is desired?**
- A.- Cero.
  - B.- 100
  - C.- 999
- 28.- What is the FMC data base?**
- A.- A navigation chart.
  - B.- An unchangable computer information storage area.
  - C.- A computer information storage area that can be updated by maintenance.
- 29.- What type of commands should the fmc be sending to the afd's and autothrotlle when the aircraft symbol reaches the point labeled "T/D" on the HSI?**
- A.- Climb.
  - B.- Cruise.
  - C.- Descend.
- 30.- When will the set IRS pos latitude and longitude display blank?**
- A.- When any IRS enters align mode.
  - B.- When all IRSs enter the navigation mode.
  - C.- When any IRS enters attitude mode.

- 31.- Where can a change of routing be entered into the CDU?**  
A.- CLB, CRZ, or des page depending on where in the flight the new routing is required.  
B.- Prog or RTE page.  
C.- Legs or RTE page.
- 32.- Where can speed and altitude restrictions at a waypoint be entered into the CDU?**  
A.- Perf page.  
B.- RTE page.  
C.- Legs page.
- 33.- Where do the AFDS lateral navigation commands originate when LNAV is engaged?**  
A.- Autopilot mode control panel.  
B.- HSI mode control panel.  
C.- FMC.
- 34.- Where is the scratch pad line?**  
A.- Top line of the CDU display.  
B.- Bottom line of the CDU display.  
C.- Any line next to line select key.
- 35.- Which FMC route provides vertical and lateral navigation commands?**  
A.- Route 1.  
B.- Route 2.  
C.- Route 1 or 2, whichever has been activated.
- 36.- Which identifies the active waypoint?**  
A.- White waypoint symbol.  
B.- Blue waypoint symbol.  
C.- Magenta waypoint symbol.

- 37.- Which indicates an active route modification?**  
A.- Dashed blue line.  
B.- Dashed white line.  
C.- Continuous magenta line.
- 38.- Which instrument source select switch should be selected to alternate if the map flag is displayed on an HSI?**  
A.- FMC switch.  
B.- EFI switch.  
C.- IRS switch.
- 39.- Which of the following occur when the IRSs enter the nav mode?**  
A.- The "set IRS pos" line goes blank.  
B.- The "last pos" line goes blank.  
C.- Both "set IRS pos" and "last pos" go blank.
- 40.- While airborne, what CDU mode key would be used to display VREF?**  
A.- Push init ref key.  
B.- Push dep arr key.  
C.- Push prog key.
- 41.- With an autopilot in CMD, which of the following modes can be used to turn the airplane to an LNAV route intercept heading?**  
A.- Flight level change.  
B.- Heading select.  
C.- Remain in heading hold.
- 42.- Within which distance from the active route does the LNAV mode capture?**  
A.- 2 1/2 MI, or aircraft turn radius if greater.  
B.- 4 MI, or aircraft turn radius if greater.  
C.- 6 MI, or aircraft turn radius if greater.

- 43.- **With LNAV armed, the autopilot automatically turns the airplane to an intercept heading for the LNAV route.**  
A.- TRUE.  
B.- FALSE.
- 44.- **What is indicated when boxes appear on the fuel line of the CDU performance initialization page?**  
A.- The fuel tanks are empty.  
B.- The fuel load is normal, but the crew has not entered the fuel quantity valve.  
C.- The FMC is not receiving valid fuel quantity data.
- 45.- **A white LNAV annunciation in the ADI indicates:**  
A.- LNAV is armed.  
B.- LNAV is engaged.  
C.- Cannot tell without reference to the LNAV switch.
- 46.- **What modes does the AFDS operate in as a result of engaging the VNAV mode?**  
A.- Whatever modes were selected on the autopilot mode panel when vnav was selected.  
B.- Whatever modes were selected on the thrust management mode panel when vnav was selected.  
C.- Whatever mode is commanded by the FMC.
- 47.- **FMS GRAPHIC 6: How can you display the RTE 2 page?**  
A.- Press next page twice.  
B.- Press prev page twice.  
C.- Press RTE 2 line select key.
- 48.- **FMS GRAPHIC 2: What is the distance to the active waypoint?**  
A.- 80 miles.  
B.- 99.9 miles..  
C.- 100 miles..

- 49.- **FMS GRAPHIC 8: What effect does entering gross weight have on the ZFW line?**
- A.- None.
  - B.- Changes boxes to dashes.
  - C.- Automatically enters the zero fuel weight.
- 50.- **Which of the following will always be displayed when the HSI is placed in the map mode?**
- A.- Activate route and tuned VOR and DME stations within the range selected.
  - B.- All nav aids within the range selected.
  - C.- All nav aids and geographic reference points within the range selected.

**Materia** : HABILITACION B-763 HYDRAULICS, PNEUMATICS  
**Cantidad de Preguntas** : 50

- 1.- **Why are the L and R isolation valves normally closed for flight? (CBT, Bleed Air Operation)**
  - A.- To prevent backflow through the APU.
  - B.- To prevent a duct leak in the crossover manifold.
  - C.- To prevent excessive bleed air flow from one engine.
  
- 2.- **Which isolation valve must be open to allow the flow of APU bleed air into the manifold prior to engine start? (CBT, Bleed Air Operation)**
  - A.- L ISLN.
  - B.- C ISLN.
  - C.- R ISLN.
  
- 3.- **What will cause automatic closure of the apu bleed air valve? (CBT, Bleed Air Operation)**
  - A.- Turning the center isolation switch off.
  - B.- Turning an engine bleed air switch off.
  - C.- After the second engine reach idle.
  
- 4.- **What does the Bleed light Illuminated (Amber) indicate? (FCOM, 2.10.11)**
  - A.- Engine low pressure valve open.
  - B.- The engine high pressure bleed air valve and/or pressure regulating valves are open when they should be closed.
  - C.- Engine bleed air overtemperature.
  
- 5.- **What does it mean when the isolation valve light comes on? (FCOM, 2.10.10)**
  - A.- Isolation valve position disagrees with commanded position.
  - B.- The valve is open.
  - C.- The valve is colsed.

- 6.- **What causes an Engine Bleed Air Overheat (OVHT) Lights illuminated (amber)? (FCOM, 2.10.11)**  
A.- High temperature in the center pneumatic duct.  
B.- Engine bleed air over temperature, engine bleed valves automatically closed.  
C.- High temperatures around the forward cargo compartment.
- 7.- **The BLEED light illuminates and the EICAS advisory message L or R ENG HPSOV displays when the engine high pressure bleed air valve is open when commanded closed. (FCOM, 2.40.1)**  
A.- False.  
B.- True.
- 8.- **The air driven hydraulic pump, and the AFT cargo compartment use bleed air delivered through the center pneumatic duct?(FCOM, 2.40.3)**  
A.- TRUE.  
B.- FALSE.
- 9.- **Pneumatics Graphic 4: With the APU operating, which air conditioning pack can be supplied? (FCOM, 2.40.2)**  
A.- Left pack.  
B.- Right pack.  
C.- Both.
- 10.- **Pneumatics Graphic 4 : With the APU operating, what is the position of the APU bleed air valve? (FCOM, 2.10.10-11)**  
A.- ON (Bar in view) but the OFF light means the engines bleed air valve is closed automatically due to a system fault.  
B.- Closed.  
C.- In transit.
- 11.- **Pneumatics Graphic 4: Is this a normal indication for left and right bleed air switches prior to engine start? (CBT, Bleed Air Operation)**  
A.- YES.  
B.- NO.

- 12.- **Pneumatics Graphic: 4 Is the panel set for engine start from the APU?**  
A.- YES.  
B.- NO.
- 13.- **Pneumatics Graphic: 3 With these indications, what is the condition of the APU bleed air valve? (FCOM, 2.10.11)**  
A.- Signaled open, but not open.  
B.- Signaled closed, but not closed.  
C.- Signaled open and fully open.
- 14.- **Pneumatics Graphic 3: What is the problem with the left wing pneumatic duct? (FCOM, 2.10.11)**  
A.- ADP overtemperature.  
B.- A high temperature bleed air leak is detected in the left, or engine strut pneumatic duct.  
C.- A Low temperature bleed air leak is detected in the Left.
- 15.- **Pneumatics Graphic: 2 What is the position of the APU bleed air valve? (FCOM, 2.10.11)**  
A.- Intransit.  
B.- Closed.  
C.- Open.
- 16.- **Pneumatics Graphic 2: Can the right engine be started using APU bleed air? (FCOM, 2.10.10)**  
A.- YES.  
B.- NO.
- 17.- **Pneumatic graphic 2: With the isolation valves in this position, what source can supply air to the left pneumatic duct? (FCOM, 2.40.3)**  
A.- Ground supply, APU, and both engines.  
B.- APU and left engine.  
C.- Right engine.

- 18.- **In flight, APU bleed air is available up to approximately: (FCOM, 2.40.2)**  
A.- 17,000 feet.  
B.- 41.000 feet  
C.- 11.000 feet
- 19.- **If the center isolation switch is blank, and the valve light off, what area is shut off from engine bleed air? (FCOM, 2.40.3)**  
A.- Center pneumatic duct.  
B.- Forward cargo compartment.  
C.- Wing anti-ice duct.
- 20.- **How the Pressurization System works? (FCOM, 2.30.1)**  
A.- The pressurization system has only automatic operating modes.  
B.- Cabin pressurization is controlled by adjusting the discharge of conditioned cabin air through the outflow valve.  
C.- Negative pressure relief valves and negative pressure relief doors protect the fuselage against excessive pressure differential.
- 21.- **What does illumination of the qty light indicate about the quantity of fluid in the hydraulic reservoir? (FCOM, 13.10.1)**  
A.- Reservoir quantity is low.  
B.- Quantity is at the refill level.  
C.- Overfull condition exist on the ground.
- 22.- **HYDRAULICS GRAPHIC 6: What is indicated? (FCOM, 13.10.3)**  
A.- Rat is stowed.  
B.- Rat is not locked in stowed position.  
C.- Rat is extended and producing hydraulic pressure.
- 23.- **HYDRAULICS GRAPHIC 2: What means the C2 electrical Press light illuminated? (FCOM, 13.10.1)**  
A.- Illuminated (amber) – reservoir quantity is low.  
B.- Illuminated (amber) – pump output pressure is low.  
C.- the engine–driven hydraulic pump is turned off and depressurized.

- 24.- **Which of the following would be affected by an inoperative air-driven demand pump? (FCOM, 13.20.5)**  
A.- Thrust reverser actuation.  
B.- Landing gear retraction.  
C.- Braking.
- 25.- **With the selector in auto, when will the left and right demand pumps operate? (FCOM, 13.10.2)**  
A.- During ground flap operation.  
B.- When system pressure is low.  
C.- Only when operating the thrust reversers.
- 26.- **Which reservoir contains the dedicated volume of hydraulic fluid for reserve brakes and steering? (FCOM, 13.20.5)**  
A.- Left.  
B.- Center.  
C.- Right.
- 27.- **HYDRAULICS GRAPHICS 5 & 6: Which one of the following indicates the ram air turbine is producing hydraulic pressure? (FCOM, 13.10.3)**  
A.- Rat pressure light illuminated.  
B.- Center system low pressure light extinguished.  
C.- Rat unlocked light illuminated.
- 28.- **Which of the following will shutoff hydraulic fluid to the left engine pump? (FCOM, 13.20.2)**  
A.- Pull the right engine fire switch.  
B.- Pull the left engine fire switch.  
C.- Turn the left engine pump off.
- 29.- **Which condition requires use of the reserve brakes and steering switch? (CBT)**  
A.- Inoperative ram air turbine.  
B.- Loss of right hydraulic system.  
C.- Loss of center hydraulic system.

- 30.- **Which hydraulic systems flight controls are powered by the ram air turbine system? (FCOM, 13.20.6)**  
A.- Left.  
B.- Center.  
C.- Right.
- 31.- **Which center hydraulic system pump powers the reserve brakes and steering system? (FCOM, 13.20.2)**  
A.- Number one electric pump.  
B.- Number two electric pump.  
C.- Air-driven pump.
- 32.- **When will the left engine hydraulic pump produce pressure? (FCOM, 13.10.1)**  
A.- When the left engine rotates.  
B.- When the right engines rotate.  
C.- When there is an excessive demand on the left hydraulic system.
- 33.- **When does the ram air turbine (RAT) deploy automatically? (FCOM, 13.20.6)**  
A.- Inflight with both engines shutdown.  
B.- Anytime both engines are shutdown.  
C.- Anytime center system pressure is below normal.
- 34.- **When a hydraulic demand pump is turned off, what indicates that the pump has shut down? (FCOM, 13.10.1)**  
A.- The pump low pressure light goes out.  
B.- The pump low pressure light comes on.  
C.- The system pressure light comes on.
- 35.- **What type of demand pumps are in the left and right hydraulic systems? (FCOM, 13.20.4)**  
A.- Air driven.  
B.- Electrically driven.  
C.- Engine driven.

- 36.- **What type of demand pump powers the center hydraulic system? (FCOM, 13.20.5)**  
A.- Air driven.  
B.- Electrically driven.  
C.- Engine driven.
- 37.- **What systems are supplied hydraulic pressure by the ram air turbine (RAT)? (13.20.6)**  
A.- Landing gear.  
B.- Flaps.  
C.- Flight controls.
- 38.- **What is indicated when a primary hydraulic pump "press" light comes on? (FCOM, 13.10.1)**  
A.- Pump output pressure low.  
B.- System pressure low.  
C.- Pump output pressure high.
- 39.- **What is indicated when a left or right electric demand pump low pressure light illuminates with the pump selector in the auto position? (FCOM, 13.10.1)**  
A.- Pump output pressure is above minimum required.  
B.- The pump is operating.  
C.- Pump output pressure is below normal.
- 40.- **What does illumination of the hydraulic pump overheat light indicate? (FCOM, 13.10.1)**  
A.- Reservoir temperature is high.  
B.- Pump is overheated.  
C.- Fuel heat exchanger temperature is high.
- 41.- **What does illumination of a hydraulic system low pressure light indicate?(FCOM, 13.10.1)**  
A.- Only primary pump pressure is low.  
B.- Only demand pump pressure is low.  
C.- Both primary and demand pump pressure is low.

- 42.- **What action is required to turn off a demand hydraulic pump? (FCOM, 13.10.2)**  
A.- Rotate the selector to off.  
B.- Push the pump switch.  
C.- Pull the pump circuit breakers.
- 43.- **The ram air turbine (RAT) can be retracted in flight. (FCOM, 13.20.6)**  
A.- TRUE.  
B.- FALSE.
- 44.- **HYDRAULICS GRAPHIC 5: Inflight with both engines fail, what action should be taken? (FCOM, 13.20.6)**  
A.- Reduce airspeed below 270 knots.  
B.- Maintain minimum 130 KTS or above.  
C.- Push rat switch to retract rat.
- 45.- **HYDRAULICS GRAPHIC 3: The APU is providing electrical power prior to engine start. why is the number two center system electric pump low pressure light on? (FCOM, 13.20.3)**  
A.- Simultaneous operation of all four primary pumps is inhibited.  
B.- Pump only operates inflight.  
C.- Pump operation is inhibited to reduce electrical loads.
- 46.- **HYDRAULICS GRAPHIC 8: What is the condition of the reserve brakes and steering system? (FCOM, 14.10.6)**  
A.- ON.  
B.- OFF.  
C.- ARMED.
- 47.- **HYDRAULICS GRAPHIC 4: Which hydraulic reservoir should be refilled? (FCOM, 13.10.2)**  
A.- Left.  
B.- Center.  
C.- Right.

- 48.- HYDRAULICS GRAPHIC 7: What is indicated? (FCOM, 14.10.6)**  
A.- Steering available, but no reserve brakes.  
B.- Reserve valves are properly positioned.  
C.- The valve disagrees with the switch position.
- 49.- HYDRAULICS GRAPHIC 5: What is indicated? (FCOM, 13.10.3)**  
A.- Rat extended and pressure low.  
B.- Rat has extended and is producing pressure.  
C.- Rat retracted.
- 50.- How does pulling the engine fire switch affect the hydraulic system? (FCOM, 13.20.3)**  
A.- Depressurizes the associated hydraulic system.  
B.- Disconnects the engine hydraulic pump.  
C.- Shuts off the flow of fluid to the engine pump and depressurizes the pump.

**Materia** : HABILITACION B-763 ICE & RAIN, WARNING

**Cantidad de Preguntas** : 44

- 1.- **Will the GPWS alert you to a normal descent in the landing configuration towards areas without obstacle or terrain DATA? (FCOM, 15.10.14)**  
A.- YES.  
B.- NO
  
- 2.- **Which of the following warnings are indicated by a siren? (FCOM, 15.20.5)**  
A.- Ground proximity warnings.  
B.- Wheel well fire warnings.  
C.- Cabin altitude warnings.
  
- 3.- **Which of the following occurs when a master caution light is pushed? (FCOM, 15.20.4)**  
A.- Only the master caution light extinguish.  
B.- Only the EICAS caution message disappears.  
C.- Both the master caution light extinguish and the EICAS caution message disappears.
  
- 4.- **Which of the following does the GPWS "pull up" aural indicate? (FCOM, 15.20.16)**  
A.- Altitude loss just after takeoff.  
B.- Deviation below the glide slope.  
C.- Excessive terrain closure rate.
  
- 5.- **Which of the following causes the standby engine indicator to operate if the SEI selector is in auto? (FCOM, 15.20.19)**  
A.- An EICAS failure.  
B.- Exceeding an engine red line limit.  
C.- Pushing the engine display switch.

- 6.- **Which of the following causes the standby engine indicator (SEI) to operate? (FCOM, 15.20.9)**  
A.- An engine exceedance.  
B.- Failure of one EICAS CRT.  
C.- Rotating the SEI selector to on.
- 7.- **Which of the following can appear on the EICAS status display? (FCOM, 15.10.5)**  
A.- Fuel temperature and quantity indications.  
B.- Hydraulic fluid temperature and quantity indications.  
C.- Flight control positions and status messages.
- 8.- **Which aural are associated with caution? (FCOM, 15.20.5)**  
A.- Voice and siren.  
B.- Voice and beeper.  
C.- Beeper and chime.
- 9.- **When is status information displayed? (FCOM; 15.10.6)**  
A.- Anytime a new status message occurs.  
B.- Anytime both engines are shut down.  
C.- Only when the status display switch is pushed.
- 10.- **When does the takeoff inhibiting of the master warning/caution lights end?(FCOM, 15.20.6)**  
A.- After climbing above 1,500 feet radio altitude.  
B.- Twenty seconds after rotation or 400 feet AGL.  
C.- When the flaps are fully retracted.
- 11.- **When can status information be displayed, if one EICAS CRT has failed? (FCOM, 15.20.9)**  
A.- Only in flight.  
B.- Only on the ground.  
C.- Anytime.

- 12.- **What is indicated by the EICAS status cue? (FCOM, 15.10.1)**  
A.- New status message exists.  
B.- Status display switch was pushed.  
C.- Status display switch is inoperative.
- 13.- **What is displayed if the upper EICAS CRT fails? (FCOM, 15.20.9)**  
A.- Engine indications appear on the lower EICAS CRT.  
B.- Engine indications appear on the standby engine indicator.  
C.- A display inoperative message appears on the upper EICAS CRT.
- 14.- **What indications are inhibited during a takeoff, beginning at rotation? (FCOM, 15.20.6)**  
A.- Fire bell and master warning lights,  
B.- Beeper and master caution lights.  
C.- Master warning/caution lights and display messages.
- 15.- **What happens to the crew alerting messages when the cancel switch is pushed? (FCOM, 15.10.7)**  
A.- All warning, caution and advisory messages disappear.  
B.- Only caution and advisory messages disappear.  
C.- Only the most recent message disappears.
- 16.- **What happens if the left EICAS computer fails? (FCOM, 15.20.9)**  
A.- Left engine indications are blanked.  
B.- The right computer controls both CRTs.  
C.- The upper CRT is blanked.
- 17.- **What happens if an EICAS status page is displayed and you push the engine display switch? (FCOM, 15.10.2)**  
A.- Engine related status messages appear.  
B.- Secondary engine indications replace the status page.  
C.- Secondary engine indications compact on the upper CRT.

- 18.- **What does the GPWS "sink rate" aural indicate? (FCOM, 15.20.17)**  
A.- An excessive descent rate.  
B.- An altitude loss during a go-around.  
C.- An altitude loss just after take off.
- 19.- **What action is required to display the second page of EICAS alert messages? (FCOM, 15.10.7)**  
A.- Push the next page switch.  
B.- Push the recall switch.  
C.- Push the cancel switch.
- 20.- **What action is required to display the second EICAS status page? (FCOM, 15.10.6)**  
A.- Push the next page switch.  
B.- Push the status display switch.  
C.- Push the cancel switch.
- 21.- **How do you display additional pages of status messages? (FCOM, 15.10.6)**  
A.- Push the cancel switch.  
B.- Push the next page switch.  
C.- Push the status display switch.
- 22.- **How do you cancel the EICAS test? (FCOM, 15.10.7)**  
A.- Push the indicator light test switch.  
B.- Push the engine display switch.  
C.- Push the EICAS test switch in the accessory panel.
- 23.- **How can you silence the GPWS "glide slope" aural? (FCOM, 15.20.17)**  
A.- Push the glide slope inhibit switch.  
B.- Push the master warnin/caution reset switch.  
C.- Push the cancel switch.

- 24.- **How can you remove the status cue from the EICAS CRT? (FCOM, 15.10.6)**  
A.- Push the status display switch.  
B.- Push the cancel switch.  
C.- Push the engine display switch.
- 25.- **Wing anti-ice can be operated in flight only. It is inhibited on the ground. (FCOM, 3.20.1)**  
A.- NO.  
B.- YES.
- 26.- **Which windows are anti-fogged by continuous flow of conditioned air? (FCOM, 3.20.3)**  
A.- Captain\'s and first officer\'s windshields.  
B.- Left and right side windows.  
C.- All cockpit windows.
- 27.- **When the engine anti-ice switches are off and both VALVE lights out, what is the position of the engine anti-ice valves? (FCOM, 3.10.1)**  
A.- Closed.  
B.- Open.  
C.- In transit.
- 28.- **When does probe heat operate? (FCOM, 3.20.3)**  
A.- When the switch is on and both engines are running.  
B.- Automatically when any engine is running.  
C.- Only when airborne.
- 29.- **What protects the wings from icing? (FCOM, 3.20.1)**  
A.- Electric heating elements in the three outboard LE slats.  
B.- Engine bleed air heating the inboard LF slats.  
C.- Engine bleed air heating three outboard LE slats.

- 30.- **What is true about Probe Heat? (FCOM, 3.20.3)**  
A.- Operation of the probe heat system is fully automatic.  
B.- Power to the electrically heated probes is applied any time an engine is running.  
C.- Both
- 31.- **The engine anti-ice switches are ON with both VALVE lights illuminated, what is the position of the engine anti-ice valves? (FCOM, 3.10.1)**  
A.- .All valves are on.  
B.- All valves are open.  
C.- All valves are closed.
- 32.- **Overheat detection systems are installed for both engines, struts, and pneumatic ducts in the wing and body areas. (FCOM, 8.20.1)**  
A.- True.  
B.- False.
- 33.- **On the ground or in flight, pushing the ENGINE ANTI-ICE switches ON commands the engine anti-ice valves: (FCOM, 3.20.1)**  
A.- To open.  
B.- To open, and allows engine bleed air to anti-ice the engine cowl inlets.  
C.- To close, and allows engine bleed air to anti-ice the engine cowl inlets.
- 34.- **One INOP light illuminates and the EICAS advisory message L or R FWD WINDOW or L or R SIDE WINDOW displays to indicate: a window is not being heated. (FCOM, 3.20.3)**  
A.- A window is not being heated.  
B.- The system in not turned ON.  
C.- The valve not agrees with commanded position.

- 35.- If the left engine anti ice switch is blank and its VALVE light (amber) is illuminated, what is the condition of the left engine anti ice valve? (FCOM, 3.10.1)**
- A.- Signaled open, and not open.
  - B.- Signaled closed, and not closed.
  - C.- Signaled open, and is in transit.
- 36.- If both engine anti-ice switches are ON and both valve lights extinguished, what is the position of the engine anti-ice valves? (FCOM, 3.10.1)**
- A.- Closed.
  - B.- Open.
  - C.- In transit.
- 37.- ICE AND RAIN GRAPHIC: 7 Which windows have a fault or overheat condition? (FCOM, 3.10.2)**
- A.- L & R FWD.
  - B.- R FWD.
  - C.- L FWD.
- 38.- ICE AND RAIN GRAPHIC: 6 Which windows are being heated? (FCOM, 3.10.2)**
- A.- Side windows.
  - B.- Forward windows.
  - C.- The left forward and side windows.
- 39.- ICE AND RAIN GRAPHIC: 5 ¿What is the position of the right wing anti-ice valve? (FCOM, 3.10.1)**
- A.- Signaled open and not open.
  - B.- Singnaled closed and not closed.
  - C.- Signaled closed but in transit.

- 40.- **ICE AND RAIN GRAPHIC: 4** What is the position of the wing anti ice valves with these indications? (FCOM, 3.10.1)
- A.- Open.
  - B.- Closed.
  - C.- Valve position can not be determined.
- 41.- **ICE AND RAIN GRAPHIC: 4** What is the position of the engine anti ice valves? (FCOM, 3.10.1)
- A.- Closed.
  - B.- Open.
  - C.- Intransit.
- 42.- **ICE AND RAIN GRAPHIC 4:** Is this panel configuration normal to flight without icing conditions?
- A.- Yes.
  - B.- No.
- 43.- **ICE AND RAIN GRAPHIC 1: Total Air Temperature (TAT) Probe Light Illuminated (amber) – when probe is not being heated in flight or neither engine is running on the ground. (FCOM, 3.10.49**
- A.- YES.
  - B.- NO.
- 44.- **How are the wing anti-Ice valves controlled? (FCOM, 3.10.1)**
- A.- By Hydraulics power.
  - B.- By switches in the manual Anti-Ice Panel (Overhead).
  - C.- By Pneumatics power.

**Materia : HABILITACION B-763 LANDING GEAR**

**Cantidad de Preguntas : 40**

- 1.- What is the function of the parking brake valve? (FCOM, 14.20.6)**  
A.- Supplies accumulator pressure to the brake.  
B.- Supplies system pressure to the brakes.  
C.- This mechanically latches the pedals in the depressed position and commands the parking brake valve to close.
- 2.- What is indicated with the antiskid message and antiskid light on? (FCOM, 14.10.6)**  
A.- Antiskid system normal.  
B.- A fault is detected in the antiskid system.  
C.- Antiskid fault in inactive brake system.
- 3.- What action initiates normal landing gear extension? (FCOM, 14.20.2)**  
A.- Push landing gear lever to DN (down) position.  
B.- Push altn gear extension switch.  
C.- When the landing gear lever is moved to DN.
- 4.- When will the auto brakes light be illuminated? (FCOM, 14.10.4)**  
A.- When the auto brakes are disarmed or inoperative.  
B.- When the selector is in the off position.  
C.- When the auto brakes system is operating.
- 5.- What holds the main landing gear in the up position? (FCOM, 14.20.2)**  
A.- Overcenter struts.  
B.- Locked main gear door structure.  
C.- Main gear locks.
- 6.- What holds the nose landing gear in the up position? (FCOM, 14.20.2)**  
A.- Nose gear lock.  
B.- International lock in the hydraulic actuator.  
C.- Nose gear door structure.

- 7.- **The landing gear lever lock prevents movement of the landing gear lever to the up position when any main gear is not tilted. (FCOM, 14.20.1)**  
A.- TRUE.  
B.- FALSE.
- 8.- **Pressurization of the alternate brake system occurs automatically when right hydraulic system pressure is low. (FCOM, 14.20.3)**  
A.- TRUE.  
B.- FALSE.
- 9.- **What hydraulic system powers the alternate brake system? (FCOM, 14.20.3)**  
A.- Left.  
B.- Center.  
C.- Right.
- 10.- **What hydraulic system powers the normal brake system? (FCOM, 14.20.3)**  
A.- Left.  
B.- Center.  
C.- Right.
- 11.- **How can the landing gear lever lock be overridden? (FCOM, 14.10.2)**  
A.- Pushing Lock override switch.  
B.- Override handle.  
C.- Override trigger.
- 12.- **What action initiates gear retraction after takeoff? (FCOM, 14.20.2)**  
A.- Lift landing gear lever to up position.  
B.- Push lever latch override and lift landing gear lever to up position.  
C.- Landing gear lever is positioned to UP

- 13.- **Which of the following provides the greatest deceleration rate? (FCOM, 14.20.5)**  
A.- Auto brakes selection 4.  
B.- Auto brakes selection max auto.  
C.- Full manual braking.
- 14.- **What is the maximum landing gear extension airspeed? (FCOM, 14.10.2)**  
A.- 250 knots - .75 mach.  
B.- 270 knots - .82 mach.  
C.- 320 knots - .82 mach.
- 15.- **If the auto brakes system is not disarmed by the pilot, down to what speed will the system provide automatic braking? (FCOM, 14.20.5)**  
A.- Full stop.  
B.- 60 knots.  
C.- 80 knots.
- 16.- **How does the landing gear lock override switch remove the lever lock? (FCOM, 14.20.1)**  
A.- Manually.  
B.- Electrically.  
C.- Hydraulically.
- 17.- **Which one of the following will cause a takeoff configuration warning? (SP. 15.2, FCOM, 15.20.10)**  
A.- Any entry or cargo door unlocked.  
B.- Bleed valves not open.  
C.- Parking brake set.
- 18.- **What is the maximum alternate gear extension airspeed? (QRH, 13.7)**  
A.- 250 knots - .75 mach.  
B.- 270 knots - .82 mach.  
C.- 320 knots - .82mach.

- 19.- **Which hydraulic system provides power for nose wheel steering? (FCOM, 14.20.3)**  
A.- Left.  
B.- Center.  
C.- Right.
- 20.- **Moving the auto brakes selector from disarm to off turns the auto brakes light off. (FCOM, 14.20.5)**  
A.- TRUE.  
B.- FALSE.
- 21.- **Inflight, what causes the gear not down configuration warning to occur? (FCOM, 15.20.11)**  
A.- Below 800 feet, any gear not down and either thrust lever at idle.  
B.- Below 800 feet and the flaps not in landing position.  
C.- Speedbrakes and flaps extended at the same time.
- 22.- **What holds the main landing gear doors in the closed position? (FCOM, 14.20.2)**  
A.- Overcenter struts.  
B.- Gear door locks.  
C.- Internal lock in the hydraulic actuator.
- 23.- **What is accomplished by positioning the gear lever off? (FCOM, 14.20.2)**  
A.- Gear and gear doors are locked.  
B.- Hydraulic lines associated with landing gear are depressurized.  
C.- Gear and gear door locks are pressurized and the extension/retraction lines are depressurized.
- 24.- **What function occurs automatically during landing gear retraction? (FCOM, 14.20.2)**  
A.- Nose gear tilting.  
B.- Main gear braking.  
C.- Lever latch override.

- 25.- **How is the parking brake released? (FCOM, 14.20.6)**  
A.- Pushing down on the park brake lever.  
B.- Pulling up on the park brake lever.  
C.- Pushing on both brake pedal.
- 26.- **How are the autobrakes deactivated after landing? (FCOM, 141.20.5)**  
A.- By manual braking.  
B.- By retarding the throttles.  
C.- By retracting the flaps.
- 27.- **During maximum braking, what prevents the wheels from skidding? (FCOM, 14.20.4)**  
A.- Auto brakes valve.  
B.- Antiskid valves.  
C.- Hydraulic fuses.
- 28.- **Auto brakes are available on what brake system? (FCOM, 14.20.4)**  
A.- Alternate brake system only.  
B.- Normal brake system only.  
C.- Both alternate and normal brake system.
- 29.- **After touchdown with auto brakes armed, when is auto braking applied? (FCOM, 14.20.5)**  
A.- At a speed less than 85 knots.  
B.- Both thrust levers in reverse.  
C.- Both thrust levers at idle.
- 30.- **How many degrees can the nose wheel be turned with the rudder pedals in either direction? (FCOM, 14.10.4)**  
A.- 0° to 90°  
B.- 0° to 65°  
C.- 0° to 7°

- 31.- **How many degrees can the nose wheel be turned using the nose steering tiller in either direction? (FCOM, 14.10.3)**  
A.- 0° to 120°  
B.- 0° to 90°  
C.- 0° to 65°
- 32.- **After takeoff, how does the auto brakes selector move from RTO to off? (FCOM, 14.20.5)**  
A.- Manually by the pilot.  
B.- Remains in RTO.  
C.- Automatically.
- 33.- **After landing, how is the auto brakes selector positioned to off? (FCOM; 14.20.5)**  
A.- Automatically.  
B.- Manually.  
C.- Electrically.
- 34.- **Which hydraulic system pressurizes the landing gear? (FCOM, 14.20.1)**  
A.- Left.  
B.- Right.  
C.- Center.
- 35.- **When will the landing gear lever lock permit movement of the gear lever to up. (FCOM, 14.20.1)**  
A.- When the main gear truck tilt.  
B.- When the main and nose gear struts extend.  
C.- When the main gear struts are compressed.
- 36.- **What would be the position of the auto brakes selector if the pilot applies brake pedal pressure after an auto brake landing? (FCOM, 14.20.5)**  
A.- Off.  
B.- Disarm.  
C.- Position selected for landing.

- 37.- What is the function of the landing gear lever lock? (FCOM, 14.10.2)**  
A.- Provide tilting of each main gear.  
B.- Prevent landing gear retraction on the ground.  
C.- Prevents moving the gear lever to down when the main gear are not tilted.
- 38.- What brake system is used to provide auto braking? (FCOM, 14.20.4)**  
A.- Normal.  
B.- Alternate.  
C.- Reserve.
- 39.- During takeoff, when is RTO auto braking active? (FCOM, 14.10.4)**  
A.- With reverse thrust selected.  
B.- With thrust levers idle at a speed above 85 kts.  
C.- With thrust levers at idle at a speed below 85 kts.
- 40.- Wingtip radius is greater than tail radius. (FCOM, 1.10.2)**  
A.- TRUE.  
B.- FALSE.

**Materia : HABILITACION B-763 POWER PLANTS**

**Cantidad de Preguntas : 35**

- 1.- **Which is the color in the EGT Pointer (EICAS display) when maximum continuous limit reached? (FCOM, 7.12.6)**
  - A.- Red.
  - B.- Amber.
  - C.- Magenta.
  
- 2.- **POWER PLANT GRAPHIC 6: What means VIB? (FCOM, 7.12.12)**
  - A.- Broad band engine vibration.
  - B.- Low pressure compressor
  - C.- Engine Vibration Indications.
  
- 3.- **POWER PLANT GRAPHIC 2: What igniters will operate during an inflight cross bleed start of the right engine? (FCOM, 7.22.10)**
  - A.- 1
  - B.- 2
  - C.- Both.
  
- 4.- **When should the engine start selector automatically move to auto? (FCOM, 7.22.9)**
  - A.- 40% N2.
  - B.- 50% N2.
  - C.- 60% N2.
  
- 5.- **What is the function of the electronic engine control (EEC) unit? (FCOM, 7.22.6)**
  - A.- It exercises electronic control of the associated hydromechanical fuel control unit through a trim motor.
  - B.- It provides the only available control of fuel flow to the associated engine.
  - C.- It controls both fuel flow and ignition for the associated engine.

- 6.- **The electronic engine control (EEC) unit allows the engine to accelerate to the computed command thrust level without exceeding the maximum thrust limits. (FCOM, 7.22.6)**  
A.- TRUE.  
B.- FALSE.
- 7.- **What is the thrust reverser status if the amber rev annunciation is displayed? (FCOM, 7.22.17)**  
A.- Unlocked or in transit.  
B.- Extended.  
C.- Stowed and locked.
- 8.- **What does the L or R STARTER CUTOFF message (EICAS) indicate with N2 above 50% RPM? (FCOM, 7.22.9)**  
A.- The engine start valve is open when commanded closed.  
B.- Start valve is closed.  
C.- Starter cutoff has occurred.
- 9.- **Prior to engine start, the amber spar valve light for the left engine is illuminated. What is the system condition? (FCOM, 7.12.17)**  
A.- Fuel spar valve is not in commanded position.  
B.- Engine fuel valve is not in commanded position.  
C.- Fuel spar valve is in the commanded position.
- 10.- **Which rotor speed is indicated by N1? (FCOM, 7.22.1)**  
A.- FAN Low pressure.  
B.- FAN Med pressure.  
C.- Turbine High pressure.
- 11.- **What is the position of the thrust reversers when the REV annunciations are not displayed? (FCOM, 7.22.17)**  
A.- Stowed and locked.  
B.- In transit.  
C.- Extended.

- 12.- **POWER PLANT GRAPHIC 2: What is the status of the left engine ignition system? (FCOM, 7.12.18)**  
A.- On.  
B.- Armed.  
C.- Off.
- 13.- **The TMC computes a reference N1, where does the reference N1 appear? (FCOM, 7.12.3)**  
A.- Thrust mode display.  
B.- Above the N1 digital counter.  
C.- Adi's.
- 14.- **POWER PLANT GRAPHIC 2 & 4: How many igniters will be energized when you move the right fuel control switch out of cutoff? (FCOM, 7.12.17)**  
A.- Ignition 1.  
B.- The igniter automatically alternates with each engine start.  
C.- Ignition 2.
- 15.- **22. POWER PLANT GRAPHIC 2: What is the position of the right start valve? (FCOM, 7.12.17)**  
A.- Open.  
B.- In transit.  
C.- Closed.
- 16.- **POWER PLANT GRAPHIC 3: Which is the actual (left) N1 value is displayed? (FCOM, 7.12.14)**  
A.- 63.2  
B.- 98  
C.- 40.1

- 17.- **With the ignition selected to the BOTH position, how many igniters will operate on each engine when continuous ignition is required? (FCOM, 7.12.18)**
- A.- None.
  - B.- 2
  - C.- 1
- 18.- **What will occur if EGT exceeds the red line limit? (FCOM, 7.12.4)**
- A.- Pointer will change to amber.
  - B.- Pointer will remain white for takeoff.
  - C.- Maximum exceedance value attained will be displayed.
- 19.- **What does a L or R REV ISLN Val message (EICAS) indicate? (FCOM, 7.42.3)**
- A.- Both thrust reversers will operate normally.
  - B.- Fault is detected in the affected engine reverser system.
  - C.- Both thrust reverser may not deploy.
- 20.- **What color is the rev annunciation when the thrust reversers are fully deployed? (FCOM, 7.22.17)**
- A.- Amber.
  - B.- Red.
  - C.- Green.
- 21.- **POWER PLANT GRAPHIC 2: What is the position of the left start valve? (FCOM, 7.12.17)**
- A.- Open.
  - B.- Closed.
  - C.- In transit.
- 22.- **Moving the reverse thrust levers from the reverse idle detent to the full down position causes the thrust reversers to do witch of the following? (FCOM, 7.22.16)**
- A.- Move to full reverse.
  - B.- Return to stowed and locked position.
  - C.- Maintain present position.

- 23.- **How is the engine oil display affected when engine oil pressure reaches the red line limit? (FCOM, 7.12.10)**  
A.- Display does not change.  
B.- Display changes color to red.  
C.- Display flashes.
- 24.- **When does the reverse lever interlock release? (FCOM, 7.22.17)**  
A.- When the rev annunciation turns amber.  
B.- When the throttles are closed.  
C.- When the rev annunciation turns green.
- 25.- **What is the thrust reverser status if the amber rev annunciation is displayed? (FCOM, 7.12.3)**  
A.- Unlocked or in transit.  
B.- Extended.  
C.- Stowed and locked.
- 26.- **What malfunction has occurred if the left engine oil pressure light is on, the left oil pressure message is displayed and oil pressure indicates normal for the left engine on EICAS? (FCOM, 7.12.10)**  
A.- Low oil pressure.  
B.- High oil pressure.  
C.- Oil pressure switch fault.
- 27.- **What is the minimum N2 RPM for selecting fuel and ignition to continue a start? (NP, 21.28. FCOM, 7.12.9)**  
A.- 10% N2.  
B.- 15% N2.  
C.- 30% N2.
- 28.- **What indicates that the start valve has opened and the air driven starter is turning the high pressure compressor? (FCOM, 7.22.9)**  
A.- EGT increasing.  
B.- N2 increasing.  
C.- N1 increasing.

- 29.- **POWER PLANT GRAPHIC 1: What does this indicate for the right engine? (FCOM, 7.12.17)**  
A.- The start valve is closed, ignition armed.  
B.- The start valve is closed, ignition off.  
C.- The start valve is open, ignition off.
- 30.- **After landing, when can the reverse levers be raised to the interlock stop? (FCOM, 7.12.15)**  
A.- When the thrust levers are at the idle position.  
B.- When groundspeed is below 80 knots.  
C.- After auto speed brakes are deployed.
- 31.- **What color is the REV annunciation above the N1 display (EICAS) when the thrust reverser is in transit? (FCOM, 7.12.13)**  
A.- Green.  
B.- Amber.  
C.- Magenta.
- 32.- **POWER PLANT GRAPHIC 4: What are the positions of the right engine and spar valves respectively? What are the positions of the left and right engine and spar valves respectively? (FCOM, 7.12.16)**  
A.- Closed and closed.  
B.- Closed and open.  
C.- Open and open.
- 33.- **What is displayed by the command thrust level? (FCOM, 7.12.4)**  
A.- Actual thrust value.  
B.- N1 commanded by thrust lever position.  
C.- Maximum rated thrust for takeoff.
- 34.- **How is fuel flow normally displayed? (FCOM, 7.12.9)**  
A.- Digital readout only.  
B.- Pointer only.  
C.- Both digital readout and pointer.

**35.- When must you have some indication of oil pressure during engine start? (NP, 21.28)**

A.- Prior to FUEL CONTROL switch .....RUN

B.- Within 30 seconds of N2 rotation.

C.- Stabilized idle