

2023-2024 Flight Crew Recency Requirements Self-Paced Study Program

Refer to paragraph 421.05(2)(d) of the Canadian Aviation Regulations (CARs), which is designed for pilots to update their knowledge on subjects such as human factors, meteorology, flight planning and navigation, and aviation regulations.

Completion of this questionnaire satisfies the 24-month recurrent training program requirements of CARs 401.05(2)(a). It is to be retained by the pilot.

All pilots are to answer questions 1 to 42. In addition:

- *Aeroplane pilots are to answer questions 43 to 53;*
- *helicopter pilots are to answer questions 54 to 56;*
- *balloon pilots are to answer questions 61 to 65;*
- *glider pilots are to answer questions 57 to 60; and*
- *ultra-light aeroplane pilots, gyroplane, weight-shift control, powered-parachute are to answer questions 66 to 78, as applicable.*

References are listed after each question. Amendments to these publications may result in changes to answers and/or references. Many answers may be found in the following sources:

- [Transport Canada Aeronautical Information Manual \(TC AIM\) - 2022-1](#)
- [Canadian Aviation Regulations \(CARs\)](#)
- [Canada Flight Supplement \(CFS\)](#)
- [Canadian NOTAM Operating Procedures](#)
- [Transportation Safety Board investigations and reports](#)
- [Flight Test Guide—Private Pilot Licence—Aeroplane \(TP13723\)](#)
- [Industry Canada Study Guide for the Restricted Operator Certificate with Aeronautical Qualification \(ROC-A\) – RIC21](#)
- [NAV CANADA Flight Planning](#)
- [Collaborative Flight Planning Services \(CFPS\)](#)
- [Flight plans, NOTAMs, and most aviation weather tools](#)
- [Aviation Weather Web Site \(AWWS\)](#)
- [Aviation Weather Services Guide](#)
- [AIP Canada \(ICAO\), AIP Supplements and Aeronautical Information Circulars \(AICs\)](#)
 - [NAV CANADA Phraseology Guides](#)
 - [IFR Phraseology](#)
 - [VFR Phraseology](#)
 - [RNAV Phraseology](#)

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- VNC/VTA/LO Charts
- Weather manuals and documentation (MANAB) - 4rth edition Dec 2021
- Flight Training Manual (FTM)
- Flight Instructor Guide—Aeroplane (TP 975)
- Human Factors for Aviation
- Soar and Learn to Fly Gliders
- The Soaring Association of Canada (SAC)
- Rotorcraft Flying Handbook—For Gyroplane Use Only (FAA-H-8083-21)

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GEN-General

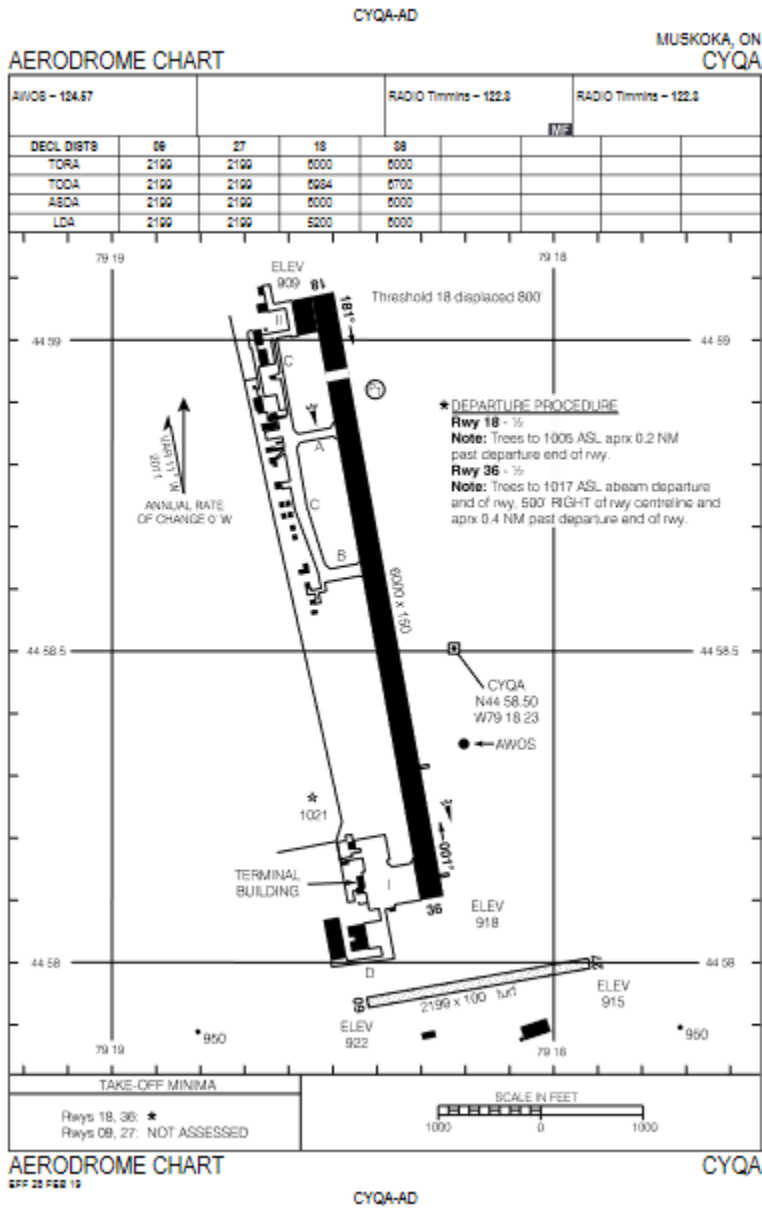
1. What is meant by the following ATC instruction “Cleared for the option” for an arriving aircraft?

Reference: TC AIM - RAC 4.4.3

Answer: _____

AGA-Aerodromes

Nav Canada publishes the **Canadian Airport Charts (CAC)**



The Threshold for runway 18 is displaced 800' (diagram above).

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2. Are you permitted to land on the displaced threshold of runway 18?

Reference: AGA 3.5, 5.4.1

Answer: _____

3. What is your landing distance available runway 18?

Reference: Canadian Airport Charts (CAC) - Legend

Answer: _____

4. How many windsock on this aerodrome chart?

Reference: Canadian Airport Charts (CAC) - Legend

Answer: _____

COM–Communications

5. What is the recommended procedure for phone use if you suffer a communication failure.?

Reference: TC AIM COM section 1.7

Answer: _____

6. In Canadian Southern Domestic Airspace, the correct frequency for two pilots to use for air-to-air communication is _____ MHz. Frequency _____ MHz is allocated for soaring activities which include balloons, gliders, sailplanes, ultralights and hang gliders.

Reference: AIP Part 1 GENERAL 3.4.3.2 Voice Services

Answer: _____

MET–Meteorology

7. What are the hours of service and the telephone number of your Flight Information Center (FIC)?

Reference: TC AIM – MET 1.3.1

Answer: _____

8. On a GFA what weather conditions define the term ‘Marginal VFR?’

Reference: TC AIM MET 4.9

Answer: _____

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9. You are reading a GFA and notice that it describes fog in a particular area as PTCHY. What does this mean? How does it specifically describe the fog?

Reference: TC AIM MET 4.11

Answer: _____

10. State four (4) differences between human observations and AWOS observations.

Reference: TC AIM-MET 8.5.4, table 8.3

Answer: _____

11. You are reading a GFA and come across a term that you are not familiar with. What resources can you use to find the correct meaning?

References: TC AIM MET 15.0 Abbreviations, Nav Canada Weather Services Guide, CFS

Answer: _____

12. In the METAR below, what does 250V310 mean?

METAR CYOW 271800Z 29013G20KT 250V310 15SM BKN060 22/11 A2990 RMK SC6 SLP128 DENSITY ALT 1400FT=

Reference: Aviation Weather Services Guide

Answer: _____

13. In the TAF below, at what time are the light rain showers forecast to end ?

	TAF CYOW 271740Z 2718/2818 28015G25KT P6SM BKN050 FM280000 27010KT P6SM -SHRA OVC050 FM280500 31008KT P6SM -SHRA OVC020 FM280900 31008KT P6SM BKN025 BKN100 FM281100 28010KT P6SM FEW030 FM281700 25010KT P6SM SCT050 RMK NXT FCST BY 272100Z=
TAF CYOW	

Reference: Aviation Weather Services Guide

Answer: _____

14. Using the TAF below, what is the forecasted weather conditions for the duration of the flight with a departure at 1700Z on a 2-hour local flight?

- a) The lowest cloud layer expected is 2000 AGL
- b) Winds will shift from 100° to 270°
- c) The ceiling on arrival will be 5000 AGL

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d) Both a and b

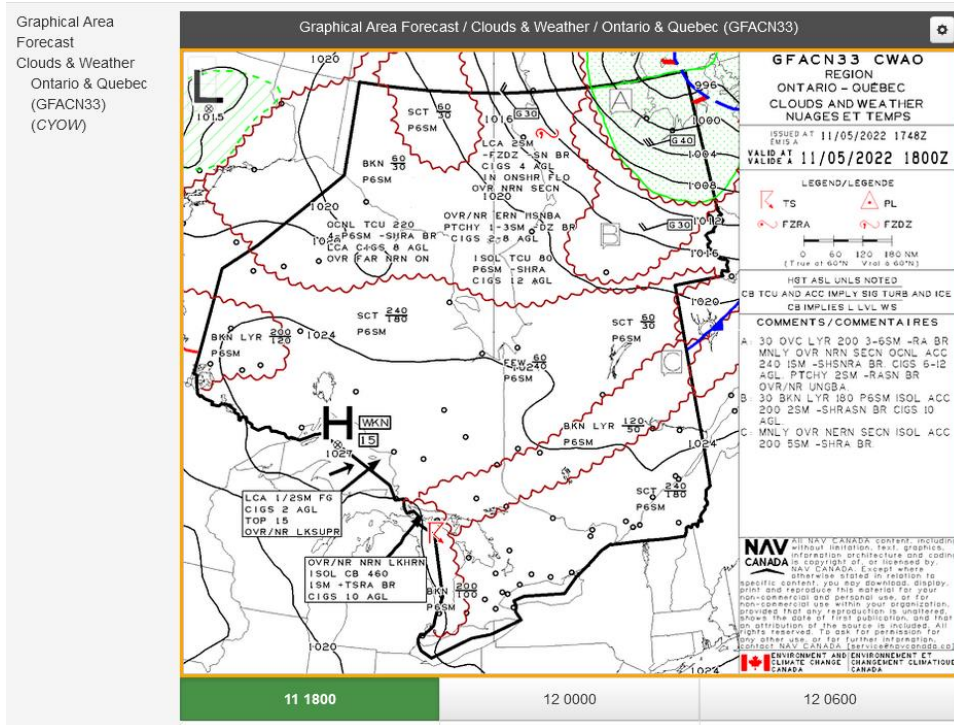
TAF CYVR 061140Z

0612/0718 22010KT P6SM FEW020 SCT050 SCT200 TEMPO 0612/0618 SCT020
BKN050 BKN200 BECMG 0613/0615 10008KT FM061800 27008KT P6SM SCT040
BKN140 FM070900 30008KT P6SM SCT025 BKN050 BKN080 RMK NXT FCST BY
061500Z=

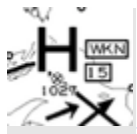
Reference: Aviation Weather Services Guide

Answer: _____

Given the GFA below answer the next couple of questions.



15. From the GFA above, What does the boxed 15 mean in this picture?

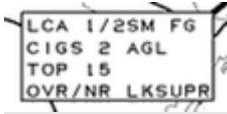


Reference: Aviation Weather Services Guide

Answer: _____

16. From the GFA above, What does this picture mean?

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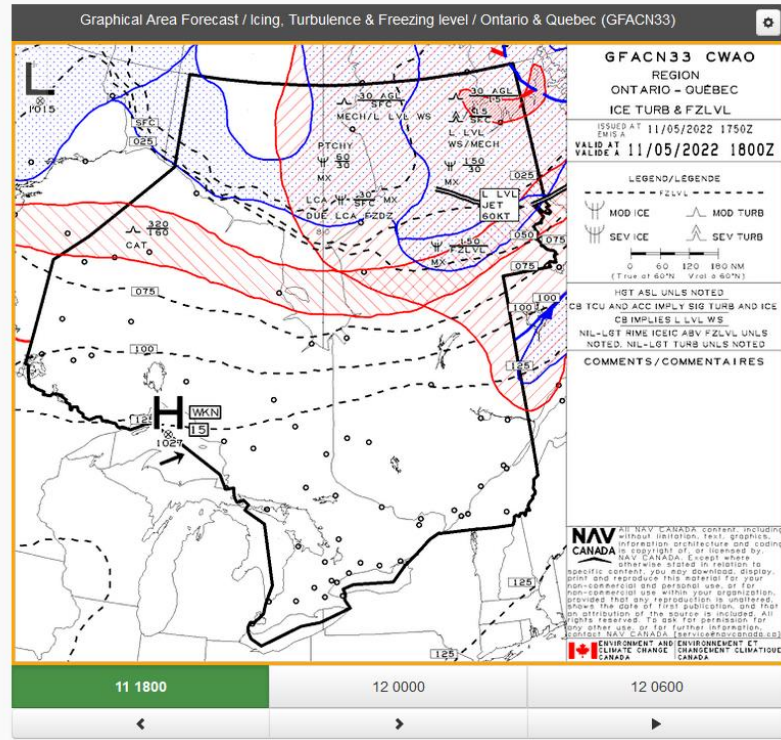


Reference : Weather manuals and documentation (MANAB) - 4th edition dec 2021

Answer: _____

Given

Graphical Area
Forecast
Icing, Turbulence &
Freezing level
Ontario & Quebec
(GFACN33)
(CYOW)



17. Interpret the following information below from the GFA above.



Reference : Aviation Weather Services Guide and Weather manuals and documentation (MANAB) - 4th edition dec 2021 and Air Command Weather Manual (TP9352) Chapter 9 Aircraft Icing

Answer: _____

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RAC—Rules of the Air and Air Traffic Services

18. No person shall act as a crew member of an aircraft within _____ after consuming an alcoholic beverage.

Reference: CARs 602.03(a)

Answer: _____

19. Flight crew (pilots and flight engineers) and flight controllers (air traffic controllers) are prohibited from the use of cannabis for at least _____ days before being on duty. Transport Canada defines “cannabis use” as the use of any _____ and for any purpose (including _____)

Reference: Cannabis legalization

Answer: _____

20. In addition to a serviceable 2-way radio, what minimum equipment is required to enter VFR in Class C Airspace?

Reference: TC AIM RAC section 2.8.3

Answer: _____

21. Before entering class C airspace, VFR flights require _____ from ATC and before entering class D airspace VFR flights must _____.

Reference: AIM-RAC 2.8.3 and 2.8.4

Answer: _____

22. An aircraft could be permitted in class F restricted airspace only if _____.

Reference: TC AIM-RAC 2.8.6

Answer: _____

23. No person shall operate an aircraft in the airspace below _____ feet AGL within ___ NM of the limits of a forest fire area, or as described in a NOTAM.

Reference: TC AIM RAC 2.9.2

Answer: _____

24. What is the radio frequency to be used at a uncontrolled aerodrome without a published Mandatory Frequency (MF) or Aerodrome Traffic Frequency (ATF)?

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Reference: TC AIM RAC section 4.5.5

Answer: _____

25. What is the standard departure procedure from the circuit at an uncontrolled aerodrome?

Reference: TC AIM-RAC 4.5.2

Answer: _____

26. When two aircraft are converging at approximately the same altitude, the pilot-in-command of the aircraft that has the other on its _____ shall give way, except as follows:

- (a) a power-driven, heavier-than-air aircraft shall give way to airships, gliders and balloons;
- (b) an airship shall give way to gliders and balloons;
- (c) a glider shall give way to balloons; and
- (d) a power-driven aircraft shall give way to aircraft that are seen to be towing gliders or other objects or carrying a slung load.

Reference TC AIM RAC 1.8

Answer: _____

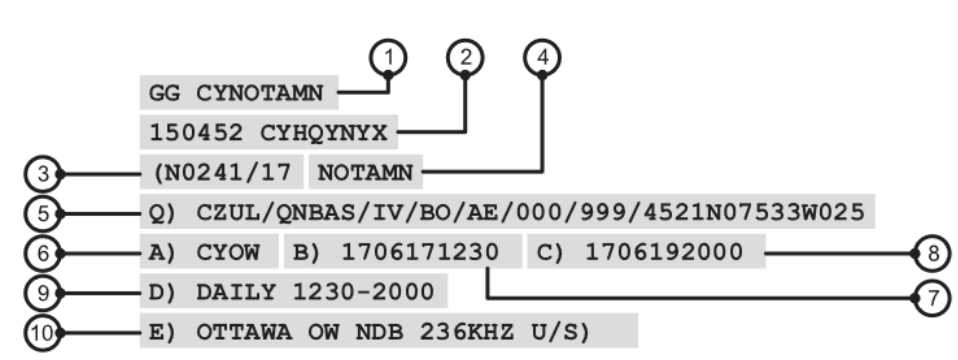
SAR – Search and Rescue

27. Raising a portable ELT from ground level to 2.44 m (8 feet) increases its range by _____ %.

Reference: TC-AIM SAR 3.6

Answer: _____

MAP–Aeronautical Charts & Publications



28. Explain numbers (1) to (10) in the NOTAM format description above

Reference: TC AIM MAP 3.2

Answer:

1) _____

2) _____

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- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____

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LRA–Licensing, Registration & Airworthiness

29. A pilot wishing to renew a Category 4 Medical Certificate shall complete Form 26-0297, Medical Declaration for Licences and Permits Requiring a Category 4 Medical Standard, at least _____ days before the expiry date of their medical certificate. This will allow TC licensing personnel enough time to issue a new Category 4 Medical Certificate before the original medical certificate expires. It is recommended that pilots applying for a Category 4 Medical Certificate do so by _____. Medical declarations should be sent to _____ to avoid unnecessary delays.

Ref: TC AIM-LRA 1.9.3

Answer: _____

30. In addition to the particulars of any defect in any part of the aircraft or its equipment that becomes apparent during flight operations, pilots must also enter the particulars of any _____ to which the aircraft has been subjected into the aircraft's records.

Reference: CARs 605 Schedule I, TC AIM-LRA 5.6.1

Answer: _____

AIR Airmanship

31. Light aircraft manufactured in the United States are designed to withstand, on landing, 90° crosswinds up to a velocity equal to _____ of their stalling speed.

Reference: TC AIM AIR 2.2 CROSSWIND LANDING LIMITATIONS

Answer: _____

32. MOGAS is (more, less) susceptible to the formation of carburetor icing.

Reference: TC AIM AIR section 2.3

Answer: _____

33. Due to the presence of rain on the windscreen a hilltop or peak ahead may appear (higher, lower) that it actually is.

Reference: TC AIM AIR section 2.5

Answer: _____

34. Adverse effects of frost, ice or snow on aircraft performance and flight characteristics are generally reflected in the form of decreased thrust, decreased lift, increased drag, _____, trim changes, altered stall characteristics and handling qualities.

Reference: TC AIM – AIR - 2.12.2 (b)(i) Aircraft Contamination on the Ground – Frost, Ice or Snow

Answer: _____

35. Active pilots that have donated blood should wait ___ hours before flying.

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Reference: TC AIM AIR section 3.12

Answer: _____

36. What does it mean when ATC tells you to take off or taxi “at your discretion”?

Reference: Nav Canada VFR phraseology guide

Answer: _____

37. The _____, _____, and _____ of the approach and landing will be directly related to whether or not the _____ prior to, or shortly after, establishing the aircraft on the final approach leg.

ASL Issue 1/2020 Stabilized approaches in VFR

<https://tc.canada.ca/en/aviation/publications/aviation-safety-letter/issue-1-2020/stabilized-approaches-vfr>

Answer: _____

38. While descending through 400’ AGL on final approach for landing, the pilot observes the airspeed is 5 knots slow and slowly decreasing while the descent rate is constant at approximately 600 fpm, the runway threshold is steady in the windscreen, and the aeroplane is centered with the runway centerline. To stabilize the aircraft prior to descending below 200’ AGL the pilot should;
- pitch down to correct airspeed then trim
 - increase power to correct the descent then trim
 - increase power while pitching down to correct both airspeed and descent rate then trim
 - increase power while pitching down to correct airspeed while maintaining a steady descent then trim

Reference: PPL Flight Test Guide and Flight Training Manual

Answer: _____

39. A pilot will experience the sensation of pitching upwards during take-off and initial climb out at night due to a combination of acceleration, G forces and limited outside visual references. To compensate for this sensation a pilot may instinctively pitch forward. Pilots should _____ to maintain good situational awareness and prevent unusual attitudes.

Reference: AIM AIR 3.7 Disorientation.

Answer: _____

RPA - Remotely Piloted Aircraft

40. Where can I find info on Remotely Pilot Aircraft information and regulation?

Reference: CARs Part IX, TC AIM-RPA

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Answer: _____

Electronic Flight Bag/Maps/VTA/VNC/CFA

41. What is the common frequency areas (CFA) frequency for Montreal-North and Montreal-South?

Reference CANADA FLIGHT SUPPLEMENT(CFS) - PLANNING
- AREAS WITH DISCRETE AIR-TO-AIR FREQUENCIES -
QUEBEC - MONTRÉAL COMMON FREQUENCY AREAS

Answer: _____

Canada Flight Supplement (CFS)

COMM	
ATIS	125.0 1-877-517-2847 15-07Z‡
GND	123.8 15-07Z‡
TWR	Pitt 126.3 (V) 15-07Z‡ (emerg only 604-465-9723)
MF	tfc 126.3 07-15Z‡ 3NM 2500 ASL (CAR 602.98)

42. During an early morning flight at 1300Z how should a pilot approach the traffic circuit for a full stop landing?

Reference: CFS and TC AIM RAC 4.5.2

Answer: _____

Aeroplane-specific questions

43. Name at least three factors affecting the stall speed of an aeroplane.

Reference: use aeroplane references, FTM, TP 975

Answer: _____, _____, _____

**2023-2024 Flight Crew Recency Requirements
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**TAKEOFF DISTANCE
MAXIMUM WEIGHT 2300 LBS**

SHORT FIELD

CONDITIONS:

Flaps Up
Full Throttle Prior to Brake Release
Paved, Level, Dry Runway
Zero Wind

NOTES:

- Short field technique as specified in Section 4.
- Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
- Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
- For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND	TOTAL	GRND	TOTAL	GRND	TOTAL	GRND	TOTAL	GRND	TOTAL
				ROLL	TO CLEAR 50 FT OBS	ROLL	TO CLEAR 50 FT OBS	ROLL	TO CLEAR 50 FT OBS	ROLL	TO CLEAR 50 FT OBS	ROLL	TO CLEAR 50 FT OBS
2300	52	59	S.L.	720	1300	775	1390	835	1490	895	1590	960	1700
			1000	790	1420	850	1525	915	1630	980	1745	1050	1865
			2000	865	1555	930	1670	1000	1790	1075	1915	1155	2055
			3000	950	1710	1025	1835	1100	1970	1185	2115	1270	2265
			4000	1045	1880	1125	2025	1210	2175	1300	2335	1400	2510
			5000	1150	2075	1240	2240	1335	2410	1435	2595	1540	2795
			6000	1265	2305	1365	2485	1475	2680	1585	2895	1705	3125
			7000	1400	2565	1510	2770	1630	3000	1755	3245	1890	3515
			8000	1550	2870	1675	3110	1805	3375	1945	3670	2095	3990

Figure 5-4. Takeoff Distance (Sheet 1 of 2)

44. Calculate the total distance to clear a 50 ft obstacle given the following information:

Weight of 2300 lbs

Temperature 20 degrees celcius

Pressure altitude: 2000 feet

Reference: Figure 5-4 Takeoff distance chart above

Answer: _____

45. What is the flap configuration for takeoff?

Reference: Figure 5-4 Takeoff distance chart above - Conditions

Answer: _____

46. Question: What is the effect of a 5 knots headwind

Reference: Figure 5-4 Takeoff distance chart above - Notes

Answer: _____

47. What is your liftoff and 50 foot climb speed

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Reference: Figure 5-4 Takeoff distance chart above

Answer: _____

48. The worst possible take-off (and climb) performance can be expected when the following four conditions are present.

Air temperature _____

Airport elevation _____

Atmospheric pressure _____

Relative humidity _____

Reference: Flight Training Manual (TP 1102) Take-off performance

Answer: _____, _____, _____, _____

49. What is the significance of the white arc in an airspeed indicator?

Reference: Pilot Operating Handbook(POH)

Answer: _____

50. What percentage does the stall speed increase in a 40-degree and 60-degree level bank turn?

Reference: TP1102 Flight Training Manual Exercise Nine – Turns Figure 2-16

Answer: _____

51. In the event of an overshoot (go around or balked landing) refer to the POH of your aircraft. If no procedure is recommended in POH describe your go-around procedure.

Reference: Flight Training Manual TP 1102 Approach and Landing

Answer: _____

52. You have just turned base to final leg of the circuit and are preparing to land. To fly a stable approach to the runway in VFR conditions, what elements should be present?

Reference: Stabilized Approach - Civil Aviation Safety Alerts (CASA) No. 2015-04

Answer: _____

53. You are in the scenario presented in the previous question above and are below 500 feet AGL, if any of the elements are not present what should you consider doing?

Reference: Stabilized Approach - Civil Aviation Safety Alerts (CASA) No. 2015-04

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Answer: _____

Helicopter-specific questions

54. (Please take note that the following statement applied to helicopters without some type of stabilization system) Robinson Helicopter Company Safety Notice SN-18 state that Helicopters, have _____ stability and _____ roll and pitch rates than airplanes. Loss of the pilot's outside visual references, even for a _____, can result in disorientation, wrong control inputs, and an uncontrolled crash.

Reference: <https://robinsonheli.com/robinson-safety-notice/>

Answer: _____

55. TSB investigation report A18Q0016, A19O0026 and A11Q0168 describe a night condition, where they are few or no visual references, with the potential to lead to various illusions and cause spatial disorientation. What do we call this night condition?

Reference: <https://www.tsb.gc.ca/eng/rappports-reports/aviation/index.html>

Answer: _____

56. Please review the video **Helicopter wake turbulence: a dangerous phenomenon** at:

<https://www.youtube.com/watch?v=iHqN7PQraMs>

Studies show that helicopter wake turbulence is of a greater intensity than those of an aeroplane of equivalent weight and can have fatal consequences to lighter aircraft. The effect of helicopter wake turbulence can occur over _____ and be spread over a _____ area. When you are operating in the vicinity of light aircraft, _____

Reference: <https://www.youtube.com/watch?v=iHqN7PQraMs>

Answer: _____, _____, _____

Glider-specific questions

57. Why is it critical that a glider on tow, immediately after release, initiate a right turn?

Reference: Air transportation safety investigation report A19W0099

Answer: _____

58. You are on a cross country flight, all of a sudden the lift you have been counting on disappears and you cannot reach a suitable airfield and must land out. What are some considerations in selecting where you will land?

Reference: SOAR - new ed (sac.ca)

Answer: _____

59. In the scenario presented the previous question above, you see four likely areas that appear to be suitable for landing, which will you choose?

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- a. A cornfield
- b. Open pasture
- c. Stubble - a recently harvested field
- d. A marsh

Reference: SOAR - new ed (sac.ca) Appendix B Field Landing Notes p 129-130

Answer: _____

60. You are on the takeoff roll behind the towplane and have just gotten airborne. Suddenly, the canopy springs open, distracting you and you immediately attempt to close it. What hazard have you potentially introduced for the tow pilot?

Reference: SOAR - new ed (sac.ca) p71-72

Answer: _____

Balloon-specific questions

61. If frost develops at a propane tank valve stem, what should you suspect is the cause?

_____.

Reference: (use balloon references)

Answer: _____

62. To launch an 84 foot balloon within a built-up area, the diameter of the launch site may be no less than _____.

Reference: CARs 602.13

Answer: _____

63. What are three sources of distractions that break a normal flow and disrupt standard operating procedures?

Reference: The dangerous power of powerlines: Tips for avoiding collisions and close encounters (ASL 3/2021)

Answer: _____

64. One of the hazards of contour flying or flying in close proximity to trees includes powerlines. What is the safest decision if a powerline strike is imminent?

Reference: The dangerous power of powerlines: Tips for avoiding collisions and close encounters (ASL 3/2021)

Answer: _____

65. What instruments and equipment is required to fly a hot air balloon during a day VFR flight?

Reference: CARs 605.19 Balloons – Day VFR

Answer: _____

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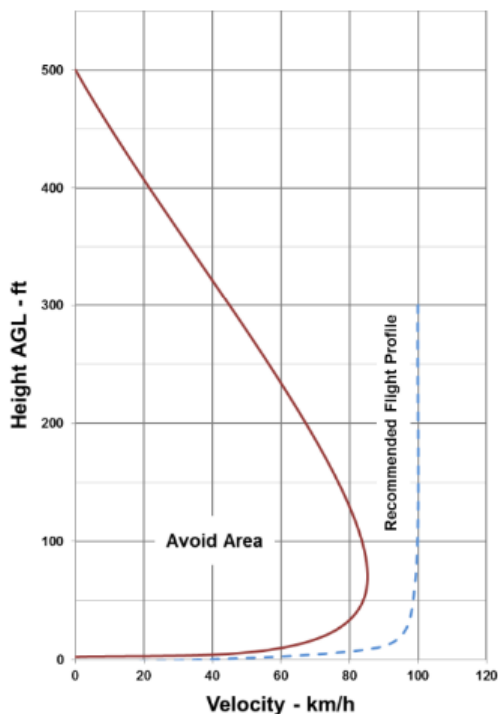
Ultra-light-specific questions

66. Low-level flight is a high-risk activity as not all hazards, such as _____, are physically marked or can be seen in time to avoid a collision. A number of these accidents occur over _____, in _____ and at very low altitudes.

Reference: ASL 3/2021 TSB Final Report A20W0072 – Collision with power line

Answer: _____

Gyroplane specific questions



Source: Autogyro Calidus POH

67. A pilot operating this make/model of gyroplane operating at approximately 75 feet above ground and into a 30 knot headwind would need to fly at an indicated airspeed of at least _____ to allow for a safe landing in the event of an engine failure.

Reference: FAA-H-8083-21 (Rotorcraft Flying Handbook – for Gyroplane Use Only)
Various gyroplane POH's

Answer: _____

68. Flapping of rotor blades is the result of:
- Dissymmetry of lift
 - Retreating blade stall
 - Transverse flow effect

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d. High taxi speeds

Reference: FAA-H-8083-21 (Rotorcraft Flying Handbook – for Gyroplane Use Only)

Answer: _____

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During ground operations in the event blade flap is encountered, immediate pilot actions are:

Reference: FAA-H-8083-21 (Rotorcraft Flying Handbook – for Gyroplane Use Only)

Answer:

1. _____
2. _____

70. How does a negative G maneuver affect a gyroplane's rotor RPM?

- a. Increases rapidly
- b. Remains the same
- c. Decreases rapidly

Reference: FAA-H-8083-21 (Rotorcraft Flying Handbook – for Gyroplane Use Only)

Answer: _____

71. The _____ Region of the rotor disc is the area contributing most of the autorotative force, while the _____ Region contributes most of the vertical component of lift.

Reference: FAA-H-8083-21 (Rotorcraft Flying Handbook – for Gyroplane Use Only)

Answer: _____

Weight-Shift Control Aircraft specific questions:

72. At times, weight-shift control pilots find themselves in an unintentional steep-banked descending spiral turn. This may happen while performing an emergency descent but more commonly happens when the pilot spots something on the ground and wants to get a closer look. The pilot initiates a turn which steepens to 45 to 60 degrees of bank or greater. The appropriate recovery technique is to _____, _____, and _____.

Reference: Weight-Shift Control Aircraft Flying Handbook (FAA-H-8083-5) Addendum

Answer: _____

73. If a weight-shift control aircraft tumbles, this will most likely result in a structural failure of the aircraft and serious injury or death to the occupants. What three things can the pilot do to avoid a tuck and tumble:

Reference: Weight-Shift Control Aircraft Flying Handbook (FAA-H-8083-5) – Chapter 6

Answer:

- 1) _____
- 2) _____
- 3) _____

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Powered-Parachute Specific questions

74. Please review the video **Helicopter wake turbulence: a dangerous phenomenon** at <https://www.youtube.com/watch?v=iHqN7PQraMs>

Studies show that helicopter wake turbulence is of a greater intensity than those of an aeroplane of equivalent weight. The effect of helicopter wake turbulence can occur over _____ and be spread over a _____ area. When you see a helicopter operating at a similar altitude, _____ to avoid the wake turbulence that can last _____ minutes.

Reference: video at <https://www.youtube.com/watch?v=iHqN7PQraMs>

Answer: _____

75. Meteorological events such as dust devils can present a significant hazard to paraglider and powered parachute aircraft operations. Dust devils are _____ that typically form on _____ when _____ causes the air adjacent to the ground to heat up as well. Dust devils are visible evidence of _____

Reference: TSB safety investigation report A20W0035
The Powered Paragliding Bible by Jeff Goin – Page 74

Answer: _____

76. What are the potential consequences of overloading paramotor wings:

- a. dynamic reaction to flying events
- b. increased sink rate
- c. increased stall speed
- d. material failure

References: *Paragliding: The Beginner's Guide* by Bastienne Wentzel, Ed Ewing

Powered Paragliding Bible by Jeff Goin

Answer: _____

77. Where can you find out your wing's service schedule information?

- a. Facebook
- b. Tucker Gott's Youtube channel
- c. Flying buddies
- d. Wing manual

Reference: *Wing manual* - chapter about Inspections

Answer: _____

78. Where an aircraft is operated at cabin-pressure-altitudes above _____ feet ASL but not exceeding _____ feet ASL, each crew member shall wear an oxygen mask and use supplemental oxygen for any part of the flight at those altitudes that is more than 30 minutes in duration.

- a. 10,000 - 13,000

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- b. 8,000 - 11,000
- c. 15,000 - 18,000

Reference: CARs 605.32

Answer: _____

Certification

Name: _____ **Licence #:** _____ **Date:** _____

I certify that I have completed this questionnaire to satisfies the 24-month recurrent training program requirements of CARs 401.05(2)(a).

I will retain this questionnaire and make it available when requested.

Signature: _____

2023-2024 Flight Crew Recency Requirements
Self-Paced Study Program

Answers to 2022-2023 flight crew recency requirements self-paced study program:

1. It allows the pilot to make a touch-and-go, low approach, missed approach, stop-and-go or full-stop landing, at their discretion.
2. No, it is permissible to use the displaced portion of the runway for taxiing, takeoff, and landing roll-out from the opposite direction.
3. 5200
4. 2
5. **PHONE USE DURING A RADIO COMMUNICATIONS FAILURE**
In the event of an in-flight radio communications failure, and only after normal communications failure procedures have been followed, the pilot-in-command may attempt to contact the appropriate NAV CANADA air traffic service (ATS) unit by means of a conventional cell or satellite phone. Before placing the call, transponder-equipped aircraft should squawk Code 7600. Public switched telephone network (PSTN) numbers to be used in the event of a communication are published in the CFS.
6. 122.75; 123.45
7. All FICs provide 24-hr service. FIC telephone numbers are provided in the CFS. Pilots dialing the common toll-free number 1-866-WXBRIEF (992-7433) will automatically be routed to the FIC serving the area from which the call is being made.
8. Ceilings between 1 000 ft and 3 000 ft AGL and/or visibilities between 3 and 5 SM
9. Patchy, 26 to 50% of the defined area is affected by the fog.
10. As per Comparison Table.
11. TC AIM MET 15.0 Abbreviations, Nav Canada Weather Services Guide, Call your FIC at 1-866-WXBRIEF and ask a Flight Service Specialist
13. 0900Z
14. d
15. Centre of the High pressure is moving at 15 KT.
16. Local ½ statute mile fog ceiling 200 feet above ground level, cloud top 1500 feet above sea level over and near Lake Superior.
17. Patchy moderate mixed type of ice formation (rime and clear) between 3000 and 6000 feet ASL and local moderate mixed type of ice formation (rime and clear) from surface to 3000 feet ASL due to local freezing drizzle.
18. 12 hours
20. Mode C transponder
21. a clearance; establish two-way communication with the appropriate ATC unit
22. permission has been obtained from the user agency

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23. 3000, 5
24. The ATF will normally be the frequency of the UNICOM where one exists or 123.2 MHz
25. Climb straight ahead on the runway heading up to the circuit traffic altitude before commencing a turn in any direction to an en route heading. A turn back toward the circuit or aerodrome should not be initiated until the aircraft is at least 500 ft above the circuit altitude.
26. right
27. 20 to 40
28.
 1. Aeronautical fixed service (AFS) message priority and addressing (recipients)
 2. Date and time (DDHHMM) and addressing (originator)
 3. NOTAM Series, number, and year of issuance
 4. NOTAM type (New, Replacement, Cancellation)
 5. Item Q): Coded line for custom briefings
 6. Item A): Location indicator(s)
 7. Item B): Start date and time
 8. Item C): End date and time
 9. Item D): Schedule
 10. Item E): NOTAM text
29. 60, e-mail, the regional service centre and not Civil Aviation Medicine
30. abnormal occurrence
31. 20%
32. More, Due to its higher volatility, MOGAS is more susceptible to the formation of carburetor icing. In severe cases, ice may form at OATs up to 20°C higher than with AVGAS
33. lower, A hilltop or peak 1/2 NM ahead of an aircraft could appear to be approximately 260 ft lower, (230 ft lower at 1/2 SM) than it is increased stall speed
35. 48 hours,
36. You are responsible for safety and separation. ATC has given you the instruction with the intent that you comply as soon as safely able and may be instructing surrounding traffic based on this assumption. Any delay in taxiing, taking off or landing should be reported to ATC.
37. The quality, smoothness, and safety of the approach and landing will be directly related to whether or not the aircraft was stabilized prior to, or shortly after, establishing the aircraft on the final approach leg.
38. d
39. reference and rely on their flight instruments
40. CARs subpart 900 and TC AIM in section RPA
41. The frequency for CFA for Montreal-North is 122.1 MHz and the frequency for CFA Montreal-South is 122.575 MHz.

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42. For aerodromes within an MF area when airport advisory information is not available: Aircraft should normally approach the traffic circuit from the upwind side.
43. Factors include: weight; location of the centre of gravity; turbulence; angle of bank; the use of flaps; the use retractable landing gear; wing contamination; heavy rain; load factor; power.
44. 1790 feet
45. Flaps up
46. decrease distance by 10% of 1790 feet multiplied by $5/9 = 99$ feet reduction equals 1691.
47. 52, 59 KIAS
48. High (above 15 degrees C), High, Low (below 29.92) and High
49. Full flap operating range. Lower limit is maximum weight V_{so} in landing configuration. Upper limit is maximum speed permissible with flaps extended. (See POH of the aircraft you operate)
50. 13%, 40%
51. As soon as decision is taken to overshoot: apply full power, accelerate to a safe climb speed in level flight, reduce flap extension as required for type and raise nose to a climbing attitude. Keep straight as throttle is opened and trim off the pressure on the control column. Start the climb, control the aircraft, raise flaps, adjust climb speed and retrim aircraft.
52. The aircraft must be on track, both horizontally and vertically, at the proper power setting, speed, and rate of descent, and with a landing configuration appropriate for the conditions of the day.
53. Execute a go around per the procedures in your aircraft flight manual.
54. less inherent, much faster, moment
55. black hole
56. relatively long distances; large; adapt your trajectory if your wake turbulence can possibly reach another aircraft.
57. The objective of the glider turning to the right after release is to quickly get clear of the towplane's slipstream and the dangling rope, but also to move to the side so that the towpilot can see you.
58. Surface Wind, Field Length, Obstructions, Slope, Surface
59. Stubble, a recently harvested field.
60. The potential for towplane upset or kiting by the glider
61. A propane leak at the valve stem.
62. 105 feet
63. A coordinating with a chase crew, passengers, and spectators
64. Turn off all fuel, Bleed all remaining fuel from the lines and "rip out (open wide)" the deflation port

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65. an altimeter, a vertical speed indicator, a fuel quantity gauge, an envelope temperature indicator, a two-way VHF air-band radio to operate in Class C or D airspace, an MF (unless operating in accordance with 602.97(3)) or ADIZ.
66. power transmission lines; level terrain; good weather
67. 85 km/h
68. Dissymmetry of lift
69.
 1. Apply forward cyclic to reduce rotor disc angle
 2. Slow the gyroplane by reducing throttle and applying brakes.
70. Decreases rapidly
71. Driving; Driven
72. simultaneously reduce throttle; pull the control bar in to reduce pitch; move the control bar to the side to level the wing
73.
 1. Flying within the manufacturer's limitations
 2. Flying in conditions that are not conducive to tucks and tumbles
 3. Obtaining the proper training in pitch stability for the weight-shift control aircraft.
74. relatively long distances, large; adapt your trajectory and fly away as soon as possible ;several
75. rotating updrafts or eddies; hot sunny days; strong surface heating; very dangerous air.
76. Material failure
77. Wing Manual
78. 10, 000-13,000