



2024-2025 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 49. In addition:

- *Aeroplane pilots are to answer questions 50 to 59;*
- *helicopter pilots are to answer questions 60 to 64;*
- *glider pilots are to answer questions 65 to 68;*
- *balloon pilots are to answer questions 69 to 73; and*
- *ultra-light aeroplane pilots, gyroplane, weight-shift control, powered-parachute are to answer questions 74 to 88, as applicable.*

References are listed after each question. Some references may be available only in English. 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 \(TC AIM\)](#)
- [Canadian Aviation Regulations \(CARs\)](#)
- [Canada Flight Supplement \(CFS\)](#)
- [VNC/VTA/LO Charts](#)
- [Nav Canada Operational Guides](#)
 - [Aviation Weather Services Guide](#)
 - [Phraseology Guides](#)
 - [IFR Phraseology](#)
 - [VFR Phraseology](#)
 - [RNAV Phraseology](#)
 - [Canadian Airport Charts](#)
- [NAV CANADA Flight Planning](#)
 - [AIP Canada \(ICAO\), AIP Supplements and Aeronautical Information Circulars \(AICs\)](#)



- Collaborative Flight Planning Services (CFPS)
- Manual of Word Abbreviations (MANAB) - 4th edition Dec 2021
- RCAF Weather Manual (TP 9352) (Formerly known as *Air Command Weather Manual*)
- Transportation Safety Board investigations and reports
- Flight Training Manual (FTM)
- Flight Test Guide—Private Pilot Licence—Aeroplane (TP 13723)
- 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)
- Industry Canada Study Guide for the Restricted Operator Certificate with Aeronautical Qualification (ROC-A) – RIC21



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: _____

2. Although drones can fly much higher, what is their maximum altitude normally permitted in uncontrolled airspace?

Reference: CAR 901.25, TC AIM-RPA 3.2.13

Answer: _____

AGA-Aerodromes

3. What does the symbol † mean beside hours of operations in the CFS, for an aerodrome?

REF	N45 31 18 W75 33 49 Adj E 14°W UTC-5(4) Elev 211' A1905 A5000 A5002 LO6 LO7 HI5 T2 CAP
COMM	(bil)
RADIO	Gatineau 122.3 PTC avbl (V) 1130-0215Z† (emerg only 819-643-2961)
RCO	Québec rdo 123.375 (FISE)
GND ADV	122.6 1130-0215Z† (emerg only 819-643-2961)
MF/ATF	Gatineau rdo 122.3 5NM shape irregular 2500 ASL (CAR 602.98) 1130-0215Z† O/T ATF 122.3
TML	Ottawa 127.7 128.175
VFR ADV	Ottawa Tml 127.7

Ref.: CFS GENERAL - Aerodromes and Facilities Legend – Annotations & Codes

Answer: _____



ST-FRÉDÉRIC QC

CSZ4

REF	N46 19 53 W70 57 39 2N 17°W UTC-5(4) Elev 991' A5002 LO6 LO7 LO8 RCAP	
OPR	Grondair 418-426-2313 Reg	
PF	A-1 B-3 C-6	
FLT PLN	(bil)	
FIC	Québec 866-GOMÉTÉO or 866-VXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
ACC	Montréal 800-633-1353	
SERVICES		
FUEL	100LL	
OIL	All	
S	1,2	
RWY DATA	Rwy 05(054°)/23(234°) 3572x72 ASPH Thld 05 displ 467' Thld 23 displ 542' Rwy 23 up 2.0%	
RCR	Opr Ltd win maint	
LIGHTING	05-(TE LO), 23-(TE LO) ARCAL-121.7 key mic 3 times in 5 sec	
COMM	(bil)	
ATF	UNICOM ltd hrs O/T ftc 122.8 5NM 4000 ASL	
ARR	Montreal Centre 135.025 270.9	
DEP	Montreal Centre 135.025 270.9	
CAUTION	Fur farm aprx 14 NM SW of A/D Feb 1-June 15 (see TC AIM RAC 1.10.1)	

4. At St-Frédéric (CSZ4), QC both runways 05 and 23 have displaced thresholds. What are the expected threats to explain the displaced thresholds?

Reference: CFS, TC AIM AGA 3.5, Flight Training Manual 4th edition p. 28

Answer: _____

5. On what frequency would you make radio calls for St-Frédéric, QC and activate the ARCAL runway lights?

Reference: TC AIM RAC 4.5.1, TP 11541

Answer: _____.

6. Referring to the St-Frédéric, QC CFS, the caution section warns of a fur farm approximately 14 NM SW of the aerodrome. What does it imply for you if you are joining the circuit at 2000' ASL from the Southwest in May?

Reference: TC AIM RAC 1.10.1

Answer: _____



COM–Communications

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

Reference: TC AIM COM 1.7

Answer: _____

MET–Meteorology

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

Reference: TC AIM – MET 1.3.1

Answer: _____

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

Reference: TC AIM MET 4.9

Answer: _____

10. 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: _____

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

Reference: TC AIM-MET 8.5.4, table 8.3

Answer: _____

12. 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: MANAB, TC AIM - MET 15.0 Abbreviations, Nav Canada Weather Services Guide, CFS

Answer: _____



13. 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: _____

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

TAF CYOW	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=
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Reference: Aviation Weather Services Guide

Answer: _____

15. 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
- d) Both a and b

TAF CYVR 061140Z

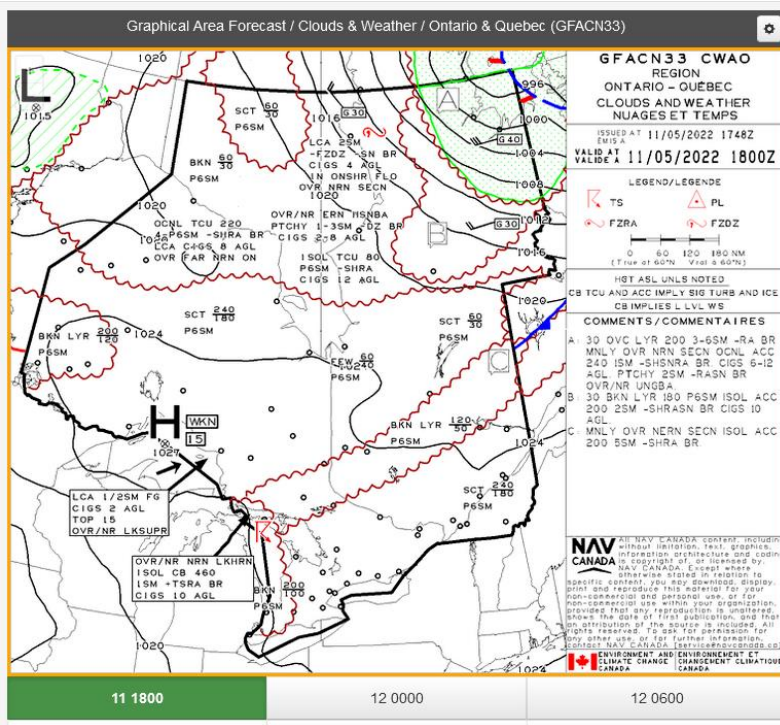
0612/0718 22010KT P6SM FEW020 SCT050 SCT200 TEMPO 0612/0618 SCT020 BKN050 BKN200 BECMG 0613/0615 10008KT FM061800 27008KT P6SM SCT040 BKN140 FM070900 30008KT P6SM SCT025 BKN050 BKN080 RMK NXT FCST BY 061500Z=

Reference: Aviation Weather Services Guide

Answer: _____



Given the GFA below answer the next couple of questions.



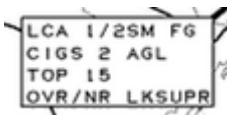
16. From the GFA above, What does the boxed 15 mean in this picture?



Reference: Aviation Weather Services Guide

Answer: _____

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

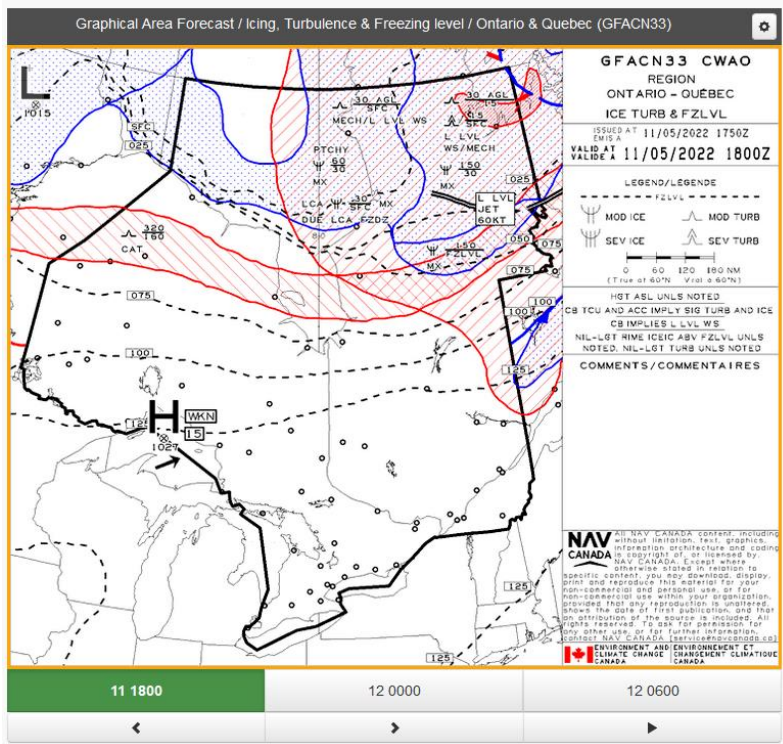


Reference: MANAB

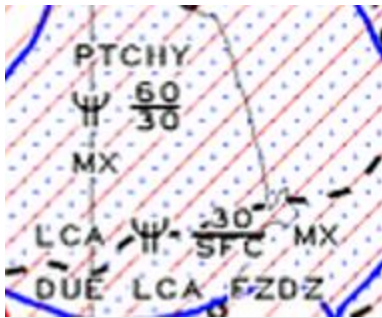
Answer: _____



Given the GFA below, answer question 19.



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



Reference : Aviation Weather Services Guide and MANAB and RCAF Weather Manual (TP9352) Chapter 9 Aircraft Icing

Answer: _____



RAC–Rules of the Air and Air Traffic Services

- 19. Name four or more items that need to be communicated to the responsible person when using a flight itinerary.

Reference: TC AIM-RAC 3.5.2 & 3.14.2, CAR 602.75, CFS, C2 Planning.

Answer:

- 1.
- 2.
- 3.
- 4.

More:

- 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 and COM 8.0

Answer: _____

Controlled, and uncontrolled airspace offer different traffic information and conflict resolution services. Based on this statement, answer questions 22 through 25.

- 21. In class C airspace, ATC separation is provided between _____ aircraft operating under _____. Conflict resolution between VFR aircraft can be provided_____.

Reference: TC AIM-RAC 2.8.3.

- 22. In class D airspace, is ATC separation provided? Equipment and workload permitting, will conflict resolution be provided between VFR and IFR aircraft?

Ref.: TC AIM-RAC 2.8.4

Answer: _____

- 23. In class E airspace, ATC separation is provided only between aircraft operating under _____.

Ref.: TC AIM-RAC 2.8.5

- 24. What is something to be aware of regarding air traffic controllers providing services in Class E airspace?

Ref.: TC AIM-RAC 2.8.3, 2.8.4, 2.8.5.

Answer: _____

- 25. 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: _____, _____



26. Approaching an uncontrolled aerodrome with an Aerodrome Traffic Frequency (ATF), when should you make radio calls?

Reference: TC AIM-RAC 4.5.7, TP 11541, CAR 602.101 (VFR), CAR 602.104 (IFR).

Answer:

- 1.
- 2.
- 3.
- 4.
- 5.

27. Given the following Kingston aerodrome CFS extract, can you depart without a radio?

COMM	
RADIO	122.5 PTC avbl (V) 1115-0400Z† (emerg only 613-389-7558)
RCO	London rdo 123.55 (FISE) 126.7 (bcst)
ATIS	135.55 1115-0400Z†
MF	rdo 122.5 1115-0400Z† 5NM 3300 ASL (CAR 602.98)
ATF	tfc 122.5 0400-1115Z† 5NM 3300 ASL

Reference:TC AIM-RAC 4.5.8.1, CAR 602.98.

Answer: _____

28. At an uncontrolled aerodrome, does IFR traffic have priority over VFR traffic?

Reference TC AIM-RAC 1.8 and 4.5.2, CAR 602.19

Answer: _____

SAR – Search and Rescue

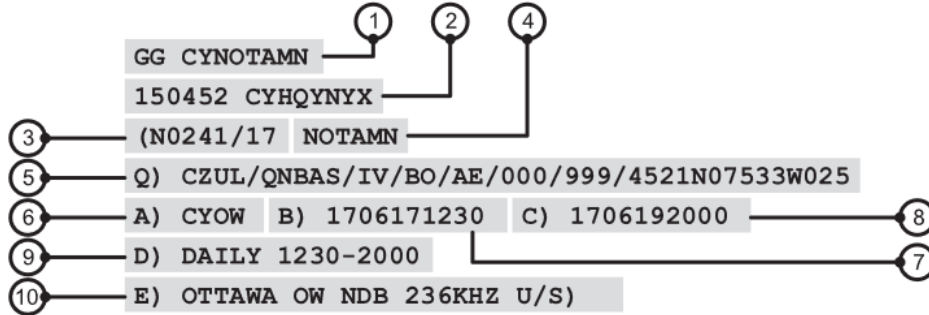
29. Raising a portable ELT from ground level to 2.44 m (8 feet) increases its range by _____ %.

Reference: TC AIM-SAR 3.6

Answer: _____



MAP–Aeronautical Charts & Publications



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

Reference: TC AIM-MAP 3.2

Answer:

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



31. Given the following TAF:

**TAF CYMJ 121740Z 1218/1306 14008KT P6SM BKN050 OVC080 TEMPO 1218/1303 P6SM
-SHRA BKN030 OVC050
FM130300 14008KT P6SM BKN040 TEMPO 1303/1306 P6SM -SHRA BKN020 OVC040
RMK NXT FCST BY 130000Z**

What is the lowest ceiling forecasted?

Ref.: TC AIM-MET 7.1

Answer: _____

32. Given the following METAR:

METAR CYYZ 121600Z VRB02KT 15SM SCT190 BKN250 11/00 A2986 RMK AS3CI3 SLP118

SCT stands for scattered. At what altitude are those clouds, how much of the sky in oktas does it represent, and is it considered a ceiling?

Ref.: TC AIM-MET 8.1

Answer: _____

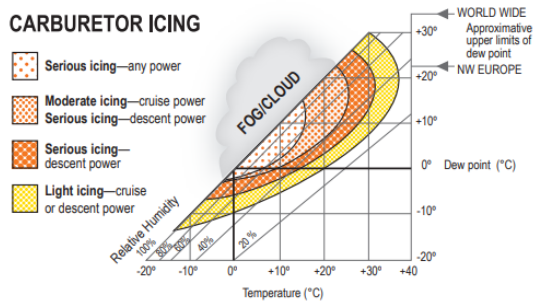


33. Given this information:

METAR CYBC 131200Z AUTO 33004KT 9SM CLR 20/10 A2991 RMK SLP130

Figure 2.2—Carburetor Icing

The following chart provides the range of temperature and relative humidity which could induce carburetor icing.



NOTE:

This chart is not valid when operating on MOGAS. 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.

Before your flight, you reviewed the GFA with no icing noted for your aerodrome or in the vicinity, but you see the METAR above. Is carburetor icing more likely to happen in flight?

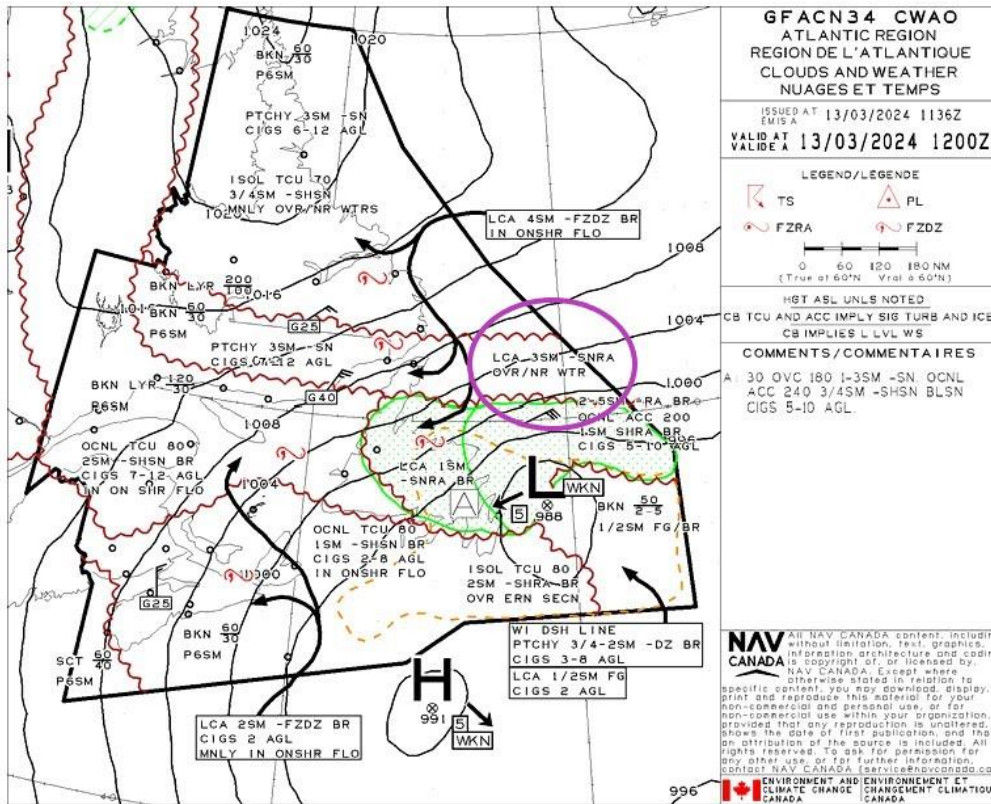
Ref.: Flight Training Manual exercise three, Figure 2-4 Carburetor Icing Graph.

TC AIM-AIR 2.3 including Figure 2.2 – Carburetor Icing. TSB report A22P0061.

Answer: _____



Given the following GFA:



34. Please write in plan text what is communicated in the purple circle.

Ref.: MANAB

Answer: _____

35. In the following METAR:

METAR CYND 131200Z 08009KT 15SM BKN067 BKN088 00/M04 A2988 RMK AC6AC1 VIRGA SLP123

What does the report of "VIRGA" at the aerodrome indicates?

Ref.: From the Ground Up (30th edition), page 148 Low Level Wind Shear.

Answer: _____



LRA–Licensing, Registration & Airworthiness

36. A 55-year-old commercial licensed pilot visited their Aviation Medical Examiner on February 2, 2024. Until when can they exercise the privileges of their private pilot licence?

Ref: TC AIM-LRA 1.9 Medical Fitness for Permits and Licences,
1.91 Medical Validity Periods, and Table 1.8.

Answer: _____

37. Who is responsible for reporting defects found on an aircraft, and how should this be recorded?

Ref: TC AIM-LRA 5.6.1 & CAR 605.94, CAR 605 Schedule I.

Answer: _____

38. 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.

Ref.: CAR 605 Schedule I, TC AIM-LRA 5.6.1

Answer: _____

AIR Airmanship

39. What is the best advice to pilots and/or passengers who are suffering from head colds, sore throat, or allergies?

Ref.: TC AIM-AIR 3.6.

Answer: _____

40. MOGAS is (more/less) susceptible to the formation of carburetor icing.

Ref.: TC AIM-AIR 2.3

Answer: _____



41. Due to the presence of rain on the windscreen a hilltop or peak ahead may appear (higher/lower) than it actually is.

Ref.: TC AIM-AIR 2.5

Answer: _____

42. Active pilots that have donated blood should wait ____ hours before flying.

Ref.: TC AIM-AIR 3.12

Answer: _____

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

Ref.: Nav Canada VFR phraseology guide

Answer: _____

44. 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.

Ref.: ASL Issue 1/2020 Stabilized approaches in VFR

RPA - Remotely Piloted Aircraft

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

Reference: CAR Part IX, TC AIM-RPA

Answer: _____

Electronic Flight Bag/Maps/VTA/VNC/CFA

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

Reference: CFS - Planning – Areas With Discrete Air-to-Air Frequencies – Montreal VTA

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)

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

Reference: CFS and TC AIM-RAC 4.5.2

Answer: _____

48. Should you practice stall exercises with a passenger on board?

Reference: TSB report A22W0057, POH/AFM for your aircraft, and CARs: 406.02, 602.01.1, 602.28.

Air transportation safety investigation report A22W0057 - Transportation Safety Board of Canada (tsb.gc.ca)

Answer: _____

49. 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.

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

Answer: _____

Aeroplane-specific questions

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

Reference: use aeroplane references, Flight Training Manual, TP975

Answer: _____, _____, _____



For questions 51 to 53, use the following information and figures (CFS, take-off and landing performance charts, and crosswind limits chart).

Total weight at takeoff: 2888 lbs

Total weight on landing: 2645 lbs

Temperature: 20° C

Pressure altitude: 2000 ft

Winds: 260° M at 12 kts

Runway: dry

ST-FRÉDÉRIC QC

CSZ4

REF	N46 19 53 W70 57 39 2N 17°W UTC-5(4) Elev 991' A5002 LO6 LO7 LO8 RCAP	
OPR	Grondair 418-426-2313 Reg	
PF	A-1 B-3 C-6	
FLT PLN	(bil)	
FIC	Québec 866-GOMÉTÉO or 866-VXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
ACC	Montréal 800-633-1353	
SERVICES		
FUEL	100LL	
OIL	All	
S	1,2	
RWY DATA	Rwy 05(054°)/23(234°) 3572x72 ASPH Thld 05 displ 467' Thld 23 displ 542' Rwy 23 up 2.0%	
RCR	Opr Ltd win maint	
LIGHTING	05-(TE LO), 23-(TE LO) ARCAL-121.7 key mic 3 times in 5 sec	
COMM	(bil)	
ATF	UNICOM ltd hrs O/T t/c 122.8 5NM 4000 ASL	
ARR	Montreal Centre 135.025 270.9	
DEP	Montreal Centre 135.025 270.9	
CAUTION	Fur farm aprx 14 NM SW of A/D Feb 1-June 15 (see TC AIM RAC 1.10.1)	



DA 40 NG AFM  Performance

5.3.7 TAKE-OFF DISTANCE

Conditions:

- POWER lever MAX
- Flaps T/O
- Runway dry, paved, level
- Nose wheel lift-off @ V_R
- Airspeed for initial climb @ V_{50}

The following factors are to be applied to the computed take-off distance for the noted condition:

- Headwind: Decrease by 10% for each 12 kt (6.2 m/s) headwind.
- Tailwind: Increase by 10% for each 2 kt (1.0 m/s) tailwind.
- Grass runway, dry, 5 cm (2 in) long: Increase the ground roll by 10%.
- Grass runway, dry, 5 cm (2 in) to 10 cm (3.9 in) long: Increase the ground roll by 30%.
- Grass runway, dry, 25 cm (9.8 in) long: Increase the ground roll by 45%.
- Grass runway, longer than 25 cm (9.8 in): A take-off should not be attempt.
- Grass runway, wet: Increase the dry grass runway distance calculation by 20%.
- Soft ground: Increase the ground roll by 50% (in addition to the grass runway distance calculation, if applicable)
- Uphill slope: Increase the ground roll by 15% for each 1% (1 m per 100 m or 1 ft per 100 ft) slope.
- Without wheel fairings: Increase ground roll by 20 m.
Increase take - off distance over a 50 ft obstacle by 30 m.

Take-Off Distance - Normal Procedure - 1310 kg / 2888 lb								
Weight: 1310 kg / 2888 lb			Flaps: T/O					
V_{50} : 67 KIAS			Power: MAX					
V_{50} : 72 KIAS			Runway: dry, paved, level					
Press. Alt. [ft] / [m]	Distance [m]	Outside Air Temperature - [°C] / [°F]						ISA
		0 / 32	10 / 50	20 / 68	30 / 86	40 / 104	50 / 122	
SL	Ground Roll	365	385	410	430	460	495	397
	15 m / 50 ft	550	580	610	640	680	720	590
1000	Ground Roll	390	410	435	465	500	535	418
	15 m / 50 ft	580	610	640	680	730	770	616
2000	Ground Roll	415	440	465	500	540	575	439
	15 m / 50 ft	610	640	680	730	780	830	646
3000	Ground Roll	440	470	500	540	580	625	463
	15 m / 50 ft	650	680	720	780	840	890	677
4000	Ground Roll	470	500	540	590	630	680	490
	15 m / 50 ft	690	720	780	840	900	960	708
6000	Ground Roll	505	535	585	640	685	745	519
	15 m / 50 ft	730	770	840	910	970	1040	745
8000	Ground Roll	540	585	640	700	750	810	549
	15 m / 50 ft	770	830	900	980	1040	1110	783
10000	Ground Roll	580	640	700	765	820	885	585
	15 m / 50 ft	820	900	980	1060	1130	1200	828
1219	Ground Roll	635	700	770	845	900	965	628
	15 m / 50 ft	890	970	1060	1160	1230	1300	881
1524	Ground Roll	695	770	850	915	990	1065	674
	15 m / 50 ft	970	1060	1160	1250	1330	1410	937
2743	Ground Roll	765	850	910	995	1060	1145	729
	15 m / 50 ft	1050	1160	1240	1340	1410	1500	1000

For the distance in [ft] divide by 0.3048 or multiply by 3.28.

5.3.12 LANDING DISTANCES

Conditions:

- Power lever IDLE
- Flaps LDG, T/O or UP
- Runway dry, paved, level
- Approach speed V_{REF}

The following factors are to be applied to the computed landing distance for the noted condition:

- Headwind: Decrease by 10% for each 20 kt (10.3 m/s) headwind.
- Tailwind: Increase by 10% for each 3 kt (1.5 m/s) tailwind.
- Paved runway, wet: Increase by 15%.
- Grass runway, dry, 5 cm (2 in) long: Increase the ground roll by 30%.
- Grass runway, dry, longer than 5 cm (2 in): Increase the ground roll at least by 45%.
- Grass runway, wet or soft runway: Increase the ground roll by 15%.
- Downhill slope: Increase the ground roll by 10% for each 1% (1 m per 100 m or 1 ft per 100 ft) slope.

WARNING

For a safe landing the available runway length must be at least equal to the landing distance over a 50 ft (15 m) obstacle.

Landing Distance - Flaps LDG - 1200 kg / 2645 lb								
Weight: 1200 kg / 2645 lb			Flaps: LDG					
V_{REF} : 76 KIAS			Power: IDLE					
			Runway: dry, paved, level					
Press. Alt. [ft] / [m]	Distance [m]	Outside Air Temperature - [°C] / [°F]						ISA
		0 / 32	10 / 50	20 / 68	30 / 86	40 / 104	50 / 122	
SL	Ground Roll	280	290	300	310	325	345	293
	15 m / 50 ft	600	620	640	660	690	730	626
1000	Ground Roll	290	300	310	320	340	360	301
	15 m / 50 ft	610	630	650	680	720	760	633
2000	Ground Roll	300	310	320	340	360	380	310
	15 m / 50 ft	620	640	660	700	740	780	639
3000	Ground Roll	310	320	335	355	375	400	319
	15 m / 50 ft	630	650	680	720	760	800	649
4000	Ground Roll	320	335	350	375	395	420	329
	15 m / 50 ft	650	670	700	740	790	830	657
5000	Ground Roll	335	345	370	395	415	440	338
	15 m / 50 ft	660	690	730	770	810	850	668
6000	Ground Roll	345	365	390	415	435	460	348
	15 m / 50 ft	680	710	750	800	840	880	679
7000	Ground Roll	370	400	425	450	475	500	373
	15 m / 50 ft	710	750	790	840	890	940	707
8000	Ground Roll	425	455	485	515	545	575	423
	15 m / 50 ft	780	820	870	920	980	1030	768
9000	Ground Roll	490	525	555	590	620	650	482
	15 m / 50 ft	860	910	960	1020	1070	1120	839
10000	Ground Roll	560	590	630	665	700	735	540
	15 m / 50 ft	930	990	1050	1100	1160	1210	905

For the distance in [ft] divide by 0.3048 or multiply by 3.28.



51. What would be your calculated takeoff ground roll distance with the above DA40 NG aircraft figures, with wheel fairings installed?

Answer: _____ feet.

52. Refer to the previous calculations. What are the conditions for that performance?

Answer: _____, _____, _____,
_____, _____.

53. What would be your calculated landing distance with the above DA40 NG aircraft figures on a wet runway?

Answer: _____.

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

Reference: Flight Training Manual - Take-off performance

_____ air temperature

_____ airport elevation

_____ atmospheric pressure

_____ relative humidity

55. In the event of a go-around (overshoot 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 - Approach and Landing

Answer: _____

56. 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: _____

57. 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

Answer: _____



58. 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

Ref.: Flight Test Guide – Private Pilot Licence (TP 13723) and Flight Training Manual

Answer: _____

59. As a pilot with a recreational permit, are you allowed to do a cross-country beyond 25 NM from your departure aerodrome?

Ref.: CAR 401.22

Answer: _____

Helicopter-specific questions

60. Robinson Helicopters recommends, to avoid dynamic rollover on liftoff, to always use a _____ liftoff. This is accomplished by pulling just enough collective to be _____ on the skids and feel for _____ then gently lift the helicopter into the air.

Reference: [Robinson SN-9](https://shop.robinsonheli.com/robinson-safety-notice) (https://shop.robinsonheli.com/robinson-safety-notice)

61. Robinson Helicopters recommends that periodic study and _____ training, with a qualified instructor, are needed to maintain proficiency. Some of the flight manoeuvres that are recommended include: _____ procedures, precision _____ (including crosswind and downwind) and safe liftoff.

Reference: Robinson R44 and R66 Pilot's Operating Handbook

62. Carburetor ice can occur at OAT's as high as ____ °C. When in doubt, assume conditions are _____ to carburetor ice and _____ as required. For helicopter engine's equipped with a carburetor, the carburetor heat may be _____ during takeoff.

Reference: [Robinson SN-25](https://shop.robinsonheli.com/robinson-safety-notice) (https://shop.robinsonheli.com/robinson-safety-notice)

63. (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: [Robinson SN-18](https://shop.robinsonheli.com/robinson-safety-notice) (https://shop.robinsonheli.com/robinson-safety-notice)



64. 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/rapports-reports/aviation/index.html>

Answer: _____

Glider-specific questions

65. A glider and a power-driven aircraft are both preparing to land at the same aerodrome. The glider is at a lower altitude than the power-driven aircraft. Both aircraft are in the final stages of their approach to land. According to the regulations, what should the pilot-in-command of each aircraft do?

Reference: CAR 602.19

Answer: _____

66. A power-driven aircraft and a glider are converging at approximately the same altitude near an aerodrome. The power-driven aircraft has the glider on its right. Which aircraft has the right of way and what actions should the pilots take to avoid a collision?

Reference: CAR 602.19

Answer: _____

67. A pilot is planning to tow a glider or a banner using an aeroplane. The aeroplane is equipped with a tow hook but does not have a release control mechanism. Can the pilot proceed with the towing operation?

Reference: CAR 602.22

Answer: _____

68. Name at least 3 best practices for preventing mid-air collisions in the vicinity of aerodromes, especially when gliding and powered aircraft are operating together.

Ref.: AIM-AIR 4.5, TSB report A19W0099

Answer:

1. _____
2. _____
3. _____



Balloon-specific questions

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

Reference: (use balloon references)

Answer: _____

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

Reference: CAR 602.13

Answer: _____

71. 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: _____

72. 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: _____

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

Reference: CAR 605.19 Balloons – Day VFR

Answer: _____

Ultra-light-specific questions

74. What is the definition of a basic ultra-light aeroplane?

Reference: CAR 101.1 (1)

Answer: _____



75. Are basic and advanced ultra-lights permitted to fly in class C controlled airspace?

Reference: CAR 602.29 (2) (d) and 605.14

Answer: _____

76. What is the licensing requirement to carry a passenger in an ultra-light?

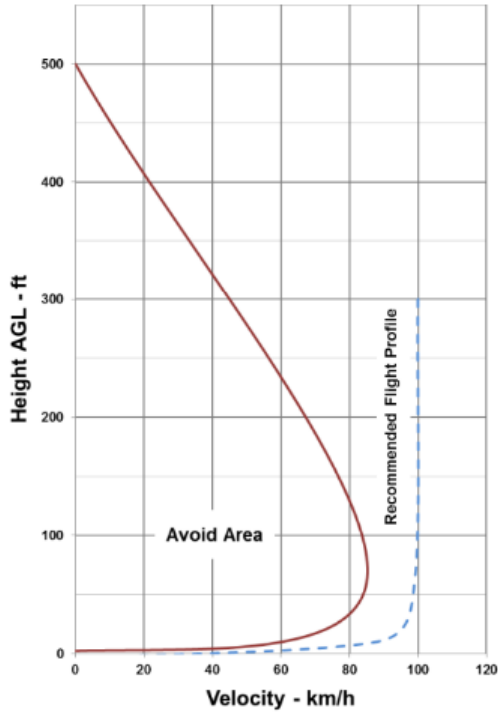
Reference: CAR 401.21 (b) and (c).

Answer: _____



Gyroplane specific questions

Source: Autogyro Calidus POH



77. 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: _____

78. Flapping of rotor blades is the result of:

- a. Dissymmetry of lift
- b. Retreating blade stall
- c. Transverse flow effect
- d. High taxi speeds

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

Answer: _____



79. 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. _____

80. 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: _____

81. 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:

82. 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: _____, _____, _____

83. 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) _____

Powered-Parachute Specific questions

84. 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: _____

85. 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: _____



86. 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: _____

87. 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: _____

88. 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
- b. 8,000 - 11,000
- c. 15,000 - 18,000

Reference: CAR 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: _____



Answers to 2024-2025 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. 400 ft AGL or 100 ft above the tallest obstruction within 200 ft laterally.
- 3. It means the hours of operations are changing during daylight saving time. Meaning that if you are subtracting -5h to obtain local time, when daylight saving time is in effect, it will be -4h. In other words, one hour earlier than shown.

TORONTO / OSHAWA EXECUTIVE AIRPORT ON UTC-5 (4)

COMM	TWR	120.1 (V) 1130-0330Z±
-------------	------------	-----------------------

During Standard Time period: 1130-0330Z -5 = 0630-2230 local time.

During Daylight Saving Time period, "±" means (DT 1030-0230Z),

i.e., one hour earlier than shown: 1030-0230Z -4 = 0630-2230 local time.

- 4. Threats are: obstacles, runway 23 up 2%, road crossing threshold of 05, ARCAL lightning at night for runway lights, and for winter operations there is limited winter maintenance. To ensure that a safe clearance from these obstacles is maintained, it is necessary to displace the threshold upwind from the adjacent runway end where the approach slope cannot be raised. Natural and human-made obstacles penetrate the obstacle limitation surfaces of the approach paths to runways.
- 5. UNICOM 122.8; 121.7.
- 6. Avoid overflying these farms below 2000 ft AGL. Due to high ground elevation, and fur farm, it is advisable to wait until closer to the aerodrome before descending to circuit altitude.
- 7. 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 failure are published in the CFS.
- 8. 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.
- 9. Ceilings between 1 000 ft and 3 000 ft AGL and/or visibilities between 3 and 5 SM
- 10. Patchy, 26 to 50% of the defined area is affected by the fog.
- 11. As per Comparison Table.
- 12. MANAB, 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. winds variable 250 to 310



14. 0900Z

15. d

16. Centre of the High pressure is moving at 15 KT.

17. Local ½ statute mile fog ceiling 200 feet above ground level, cloud top 1500 feet above sea level over and near Lake Superior.

18. 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.

19. See Canadian Flight Supplement CFS C2 Planning section for all 27 items.

20. A transponder (Mode C).

21. all; IFR; upon request.

22. Only between IFR traffic. Yes.

23. IFR

24. They are responsible for larger volumes of airspace than those providing services in Class C or D airspace. As a result, there is a higher potential that workload and equipment limitations could affect the provision of traffic information, including potentially discontinuing this service without notification.

25. 3000; 5

26.

1. Before entering the area, where circumstances permit, at least 5 minutes prior to entering the area.
2. Joining the circuit.
3. On the downwind leg, if applicable.
4. Established on final.
5. Clear of the surface on which the aircraft has landed.

27. Yes, provided the FSS is in operation at the time proposed for the operation, and prior arrangements have been made.

28. No, many prefer to give commercial IFR and larger type of aircraft priority. However, this practice is a personal airmanship courtesy, and it should be noted that these aircraft do not establish any priority over other aircraft operating VFR at that aerodrome. Right of way rules as per CAR 602.19 shall be used. TC AIM RAC 1.8 – Collision Avoidance – Right of Way

29. 20 to 40



30.

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

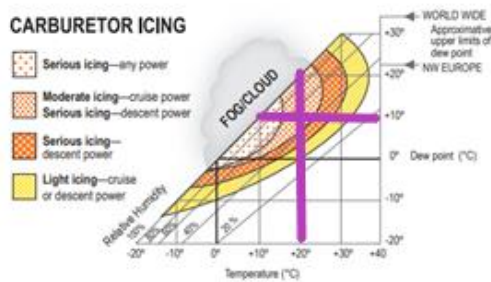
31. 2000 ft AGL.

32. 19,000 ft AGL; 3 to 4 oktas; no.

33. Yes, as it falls within the moderate icing with cruise power, and serious icing with descent power.

Figure 2.2—Carburetor Icing

The following chart provides the range of temperature and relative humidity which could induce carburetor icing.



NOTE:

This chart is not valid when operating on MOGAS. 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.

34. Local 3 statute miles visibility, light snow, and rain over or near water.

35. Clues to the possibility of downburst activity but there is no way to accurately predict its occurrence.

36. Until March 1, 2026. Unless otherwise indicated on their medical.

37. CAR 605.94 requires the pilot-in-command to enter the particulars of any abnormal occurrence to which the aircraft has been subjected, as well as the particulars of any defect in any part of the aircraft or its equipment that becomes apparent during flight, in the journey log as set out in CAR 605, Schedule I.

38. abnormal occurrence

39. To wait for the inflammation to subside before flying.



40. 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

41. 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.

42. 48 hours,

43. 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.

44. 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.

45. CARs subpart 900 and TC AIM in section RPA

46. The frequency for CFA for Montreal-North is 122.1 MHz and the frequency for CFA Montreal-South is 122.575 MHz.

47. For aerodromes within an MF area when airport advisory information is not available: Aircraft should normally approach the traffic circuit from the upwind side.

48. No, it should be avoided as it could lead to an aerobatic maneuver like a spin.

49. increased stall speed

50. 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.

51. 1785 feet or 545 meters.

$465\text{m} \times 3.28$ (converting meters into feet as per note at the bottom of the chart) = 1525'

Headwind, - 10% / 12 kt. $1525 - 152.5 = 1372.5'$

Uphill slope + 15% for each 1% slope.

$1372.50 + 30\% = 1784.25'$

52. Power lever max, flaps T/O, runway dry and paved, nose wheel lift-off at 67 KIAS, and airspeed for initial climb at 72 KIAS.

53. 1135' or 346 meters.

$320\text{m} \times 3.28 = 1049.6'$

Headwind – 10% / 20 knots. (1% / 2 kts, 12 kts = 6%)

$1049.6 - 6\% (62.97) = 986.6'$

Paved runway, wet: +15%. $986.6 + 15\% = 1134.59'$

54. High (above 15 degrees C); High; Low (below 29.92); High



55. 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.

56. 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.

57. Execute a go around as per the procedures in your aircraft flight manual.

58. d

59. Yes. There is no limitation on the distance a recreational pilot may exercise their flying privileges for, other than staying in Canada.

60. two-step; light; equilibrium

61. recurrent; emergency; hovering

62. 30; conducive; apply carburetor heat; necessary

63. less inherent; much faster; moment

64. black hole

65. The glider pilot has priority and would take action necessary to avoid collision. The power-driven aircraft shall give way to the glider.

66. The glider has the right of way, and the power-driven aircraft shall give way. The aircraft giving way shall not pass over or under, or cross ahead of, the other aircraft unless passing or crossing at such a distance as will not create a risk of collision.

67. No, the pilot cannot proceed because the aeroplane lacks a release control mechanism. As per CAR 602.22, no person shall operate an aeroplane that is towing an object unless the aeroplane is equipped with a tow hook and release control mechanism.

68.

- Establishing clear and consistent radio communication, following the published circuit procedures, and scanning the airspace for traffic.
- Maintaining a safe distance and altitude from other aircraft, using the appropriate navigation lights and markings, and reporting any conflicts or incidents.
- Coordinating with the air traffic control or the aerodrome operator, adhering to the right-of-way rules, and avoiding abrupt or unpredictable maneuvers.
- Use landing lights to enhance the probability of the aircraft being seen.

69. A propane leak at the valve stem.

70. 105 feet (84 foot multiplied by 25%)

71. A coordinating with a chase crew, passengers, and spectators



72. Turn off all fuel, Bleed all remaining fuel from the lines and “rip out (open wide)” the deflation port

73. 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.

74. basic ultra-light aeroplane means an aeroplane having no more than two seats, designed and manufactured to have

(a) a maximum take-off weight not exceeding 544 kg, and

(b) a stall speed in the landing configuration (V_{so}) of 39 knots (45 mph) indicated airspeed, or less, at the maximum take-off weight

75. No, a basic ultra-light is not permitted. Yes, an advanced ultra-light is permitted, under certain conditions, can if the aircraft is equipped in accordance with section 605.14.

76. Ultra-light Aeroplanes — Privileges

401.21 The holder of a pilot permit — ultra-light aeroplane may, under day VFR,

(a) act as pilot-in-command of an ultra-light aeroplane with no other person on board;

(b) act as pilot-in-command of an ultra-light aeroplane with one other person on board if

(i) the holder’s permit is endorsed with a passenger-carrying rating,

(ii) the ultra-light aeroplane has no restrictions against carrying another person, and

(iii) the holder has completed training, including dual instruction and solo flight, on the class of ultra-light aeroplane being operated;

(c) act as pilot-in-command of an ultra-light aeroplane with one other person on board if the other person is a holder of a pilot licence or permit, other than a student pilot permit, that allows them to act as pilot-in-command of an ultra-light aeroplane.

77. 85 km/h

78. Dissymmetry of lift

79.

1. Apply forward cyclic to reduce rotor disc angle

2. Slow the gyroplane by reducing throttle and applying brakes.

80. Decreases rapidly

81. Driving; Driven

82. simultaneously reduce throttle; pull the control bar in to reduce pitch; move the control bar to the side to level the wing



83.

- 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.

84. relatively long distances; large; adapt your trajectory and fly away as soon as possible; several

85. rotating updrafts or eddies; hot sunny days; strong surface heating; very dangerous air.

86. Material failure

87. Wing Manual

88. a. 10,000; 13,000