Study and Reference Guide

For
IATRA Examination

Aeroplane Type Rating for
Two Crew or Cruise Relief Pilot

Third edition
August 2006
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TP 13524E
(08/2006)

TC-1002055
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GENERAL
The conditions of issue of all flight crew licences are stated in the Canadian Aviation Regulations (CARs).

KNOWLEDGE REQUIREMENTS
Applicants for the Aeroplane Type Rating Two Crew Aeroplane or Two Crew Aeroplane Restricted to Cruise Relief shall demonstrate their knowledge by writing a Transport Canada 50 question multiple-choice examination on subjects contained in this guide. Applicants must also be able to read the examination in either English or French without assistance.

All subjects in this guide are considered to be important to applicants for the Aeroplane Type Rating.

EXAMINATION FEEDBACK
Feedback statements on the results letter will inform the candidate which questions were answered incorrectly.

Example of Feedback Statement: Recall the rules that apply to inoperative ELTs.

EXAMINATION
This examination contains questions concerning weight and balance graphs, human factors and aeronautics appropriate to two crew aeroplanes.

<table>
<thead>
<tr>
<th>Examination</th>
<th>Questions</th>
<th>Time Limit</th>
<th>Pass Mark</th>
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<td>Aircraft Type Rating</td>
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<td>70%</td>
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EXAMINATION RULES

CAR 400.02

(1) Except as authorized by an invigilator, no person shall, or shall attempt to, in respect of a written examination,
   a) copy or remove from any place all or any portion of the text of the examination;
   b) give to or accept from any person a copy of all or any portion of the text of the examination;
   c) give help to or accept help from any person during the examination;
   d) complete all or any portion of the examination on behalf of any other person; or
   e) use any aid or written material during the examination.

(2) A person who commits an act prohibited under subsection (1) fails the examination and may not take any other examination for a period of one year.
VALIDITY TIME LIMIT
Examinations, including all sections of a sectionalized examination, that are required for the issuance of a permit or licence or for the endorsement of a permit or licence with a rating shall be completed during the 24-month period immediately preceding the date of the application for the permit, licence or rating.

REWIRITING OF EXAMINATIONS

CAR 400.04 (1)
Subject to subsections (2) and (6), a person who fails an examination or a section of a sectionalized examination required for the issuance of a flight crew permit, licence, rating or foreign licence validation certificate is ineligible to rewrite the examination or the failed section for a period of

a) in the case of a first failure, 14 days;
b) in the case of a second failure, 30 days; and
c) in the case of a third or subsequent failure, 30 days plus an additional 30 days for each failure in excess of two failures, up to a maximum of 180 days.
AIR LAW AND PROCEDURES

CANADIAN AVIATION REGULATIONS (CARS)
Questions from the CARs may test knowledge of the Regulation or the Standard.

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601.05 IFR Flight in Class A, B, C, D or E Airspace or Class F Special Use Restricted or Class F Special Use Advisory Controlled Airspace

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Handling procedures for turbo-jet engines

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Pressurization
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Pneumatics
Electrical
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Clear Air Turbulence
VIRGA

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Hazards: turbulence, hail, rain, icing, altimetry, lightning, gust fronts, downbursts, microbursts, windshear

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Times issued/ validity periods
Symbols/ decoding
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Aviation Weather Information Service (AWIS)
Weather Broadcasts by Flight Service Stations (FSS)
Atmospheric Environment Service Weather Briefing
Transcribed Weather Broadcasts (TWB)
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Automatic Terminal Information Service (ATIS)
VOLMET (HF) Broadcast
Pilots Automatic Telephone Reporting Criteria Cloud Types and Icing Weather Answering Service (PATWAS)
Internet

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SPECI
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AWOS
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Radio/Radar Altimeter
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Flight Director
Radio Magnetic Indicator (RMI)
Horizontal Situation Indicator (HSI)
Angle of attack indicator

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VHF Omnidirectional Range (VOR)
Distance Measuring Equipment (DME)
Area Navigation System (RNAV)
Inertial Navigation System (INS)
Inertial Reference System (IRS)
VHF/DF
Instrument Landing System (ILS)
VASIS/PAPI
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Wind shear-effects/avoidance
Landing techniques

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Climb
Cruise
Descent
Landing
Crosswind

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Gas expansion effects
Hearing
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Positive/negative “G”
Circadian rhythms/jet lag
Sleep/fatigue

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Cockpit Resource Management
Communication with company/flight/cabin crew/passengers
Safety Management Systems (SMS)
Risk management

THE OPERATING ENVIRONMENT
Medications/prescribed, over the counter
Substance abuse/alcohol, drugs
Pregnancy
Heat/cold
Noise/vibration
Toxic hazards/carbon monoxide

AVIATION PSYCHOLOGY
Decision - making/factors/process
Situational awareness
Stress
Managing risk

PILOT - EQUIPMENT
Standard Operating Procedures (SOPs)
correct use of charts, checklists, manuals
Cockpit visibility/eye reference position/ seat
TABLES AND CHARTS

The following section contains examples of different tables and charts, which may be used on the IATRA examination.

WEIGHT SHIFT FORMULA

<table>
<thead>
<tr>
<th>WEIGHT OF CARGO MOVED</th>
<th>DISTANCE CG MOVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEIGHT OF AEROPLANE</td>
<td>DISTANCE BETWEEN ARM LOCATION</td>
</tr>
</tbody>
</table>

CROSS-WIND GRAPH #4 (CRFI)
Associated Conditions:
- Power: Take-Off power set before brake release.
- Flaps: 0%
- AutoFeather: Armed
- Landing Gear: Retract after lift-off
- Runway: Paved, level, dry surface

Note: 1. Air distance is 50% of take-off field length.
2. \( V_r \) (engine failure speed) equals \( V_\text{R} \) (rotation speed).
3. Usable clearway cannot exceed 25% of the runway length.

Accelerate-Go - Flaps 0%

<table>
<thead>
<tr>
<th>Weight - Pounds</th>
<th>Speed - Knots</th>
<th>Take-Off Field Length - Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>12,500</td>
<td>95</td>
<td>101</td>
</tr>
<tr>
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<td>101</td>
</tr>
<tr>
<td>9,000</td>
<td>95</td>
<td>101</td>
</tr>
</tbody>
</table>

Example:
- OAT: 28°C
- Pressure Altitude: 5,430 Feet
- Headwind Component: 9.5 Knots

Take-Off Weight - Pounds

- 12,500
- 10,650
- 10,470

Take-Off Field Length - Feet

- 10,950
- 6,786
- 6,370

Speeds (10,470 Pounds)
- \( V_r \): 95 Kt.
- \( V_{\text{LOF}} \): 101 Kt.
- \( V_2 \): 113 Kt.
CENTRE OF GRAVITY MOMENT ENVELOPE #4

Appendix 0155
### Weight & Balance Loading Data (Chart #3)

#### Standard Seating

![Diagram of standard seating positions]

#### Usable Fuel

<table>
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<tr>
<th>Gallons</th>
<th>Weight (lb)</th>
<th>Moment (ft-lb)</th>
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#### Baggage

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Appendix 0159
RECOMMENDED STUDY MATERIAL

- Canadian Aviation Regulations (CARs)
- Aeronautical Information Manual (TC AIM) (TP 14371E)
- Air Command Weather Manual (TP 9352E)
- Air Command Weather Manual (Supplement) (TP 9353E)
- When in Doubt… Small and Large Aircraft - Aircraft Critical Surface Contamination Training (TP 10643E)
- Human Factors for Aviation - Advanced Handbook (TP 12864E)
- The Pilot's Guide to Medical Human Factors
- Canada Flight Supplement (CFS)
- Canada Air Pilot (CAP)/CAP General
- VFR Navigation Charts (VNC)/VFR Terminal Area Charts (VTA)/Enroute Low/High Altitude Charts

Additional references produced by commercial publishers can be obtained through local flying training organizations and bookstores.

ENQUIRIES

Information concerning the location of pilot training organizations and matters pertaining to flight crew licensing may be obtained by contacting the appropriate Regional Offices. A complete listing may be found at:

http://www.tc.gc.ca/CivilAviation/General/Exams/Centres.htm