

CBA Compliance Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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SAMPLE

Questions

SAMPLE

- 1. Can pilots trade ADD days for RAP/pairing?**
 - A. No, they cannot**
 - B. Yes, only under special circumstances**
 - C. Yes, it is permitted**
 - D. It depends on company policy**
- 2. What is one rule for Reassignment In-Base?**
 - A. They must report no more than 1 hour early**
 - B. They must report no more than 2 hours early**
 - C. They can be released from duty any time**
 - D. They can take 1 additional day**
- 3. What must a pilot do to remain compliant with the Junior Assignment Rules?**
 - A. Work all available flights**
 - B. Keep track of their cumulative limits**
 - C. Submit requests only at specific times**
 - D. Use their discretion for day-off requests**
- 4. For reserve lines, how many minimum scheduled days off per year are required?**
 - A. 8 days**
 - B. 10 days**
 - C. 11 days**
 - D. 12 days**
- 5. What payment does a pilot receive for voluntarily dropping a trip?**
 - A. Minimum wage for the day**
 - B. Payment for the greater of the dropped trip or the new trip picked up**
 - C. No payment**
 - D. Fixed fee for dropped trips**

- 6. What is the maximum number of consecutive calendar days a pilot can work without a day off?**
- A. 4 days**
 - B. 5 days**
 - C. 6 days**
 - D. 7 days**
- 7. What is an important consideration for Junior Assignment Pay?**
- A. It's based on request**
 - B. It is the last resort after a VFN fail**
 - C. It applies only to new pilots**
 - D. It is only for long-haul flights**
- 8. What is the worth of a VFN?**
- A. 100%**
 - B. 150%**
 - C. 200%**
 - D. 250%**
- 9. Can a pilot trip trade with other pilots while on Vacation Authority (VA)?**
- A. Yes**
 - B. No**
 - C. Depends on reserve availability**
 - D. Only with prior approval**
- 10. What is the maximum adjustment to a new start time in the rules for Reserve Conversion?**
- A. 1 hour prior**
 - B. 1.5 hours prior**
 - C. 2 hours prior**
 - D. 3 hours prior**

Answers

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1. C
2. B
3. B
4. B
5. B
6. C
7. B
8. C
9. B
10. C

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Explanations

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1. Can pilots trade ADD days for RAP/pairing?

- A. No, they cannot
- B. Yes, only under special circumstances
- C. Yes, it is permitted**
- D. It depends on company policy

Pilots are permitted to trade Assigned Duty Days (ADD) for a Regular Assignment Pairing (RAP). This practice allows pilots flexibility in managing their schedules, enabling them to adapt their duty periods according to personal or operational needs. By allowing such trades, airlines can also help balance crew availability and optimize flight operations. This flexibility is essential in the aviation industry, where operational demands can change rapidly, and maintaining a well-rested and appropriately scheduled crew is critical for safety and efficiency. As a result, regulations and internal company policies generally endorse this option, ensuring compliance while allowing pilots to exercise some control over their work-life balance.

2. What is one rule for Reassignment In-Base?

- A. They must report no more than 1 hour early
- B. They must report no more than 2 hours early**
- C. They can be released from duty any time
- D. They can take 1 additional day

The rule for Reassignment In-Base stipulates that personnel must report no more than 2 hours early. This guideline helps ensure that operations run smoothly while maintaining appropriate work hour management. Reporting too early could lead to unnecessary scheduling confusion or staffing inefficiencies, as it may disrupt the rhythm of ongoing shifts and duties. This policy is designed to balance the needs of the operational environment with the welfare of personnel, providing flexibility while still adhering to structured reporting times. The other options do not align with the established regulations regarding early reporting in these situations. For example, reporting no more than 1 hour early might not accommodate all necessary preparations for both personnel and operations, while allowing for release from duty at any time or taking an additional day may create disruptions in coverage and staffing, which these rules aim to prevent.

3. What must a pilot do to remain compliant with the Junior Assignment Rules?

- A. Work all available flights
- B. Keep track of their cumulative limits**
- C. Submit requests only at specific times
- D. Use their discretion for day-off requests

To remain compliant with the Junior Assignment Rules, a pilot must keep track of their cumulative limits. This is crucial because these limits are designed to ensure that pilots do not exceed the maximum number of hours they can work, thus ensuring safety and compliance with regulatory standards. Monitoring their cumulative limits helps pilots manage their schedules effectively and ensures they adhere to both operational requirements and legal mandates regarding flight time and rest periods. Tracking these limits involves being aware of the hours already worked and calculating how many remaining hours can be flown within a specified time frame. This diligence is essential in maintaining overall compliance and safeguarding against potential violations that could arise from unmonitored flight hours.

4. For reserve lines, how many minimum scheduled days off per year are required?

- A. 8 days**
- B. 10 days**
- C. 11 days**
- D. 12 days**

The requirement for a minimum number of scheduled days off per year is often designed to ensure that employees have adequate time to rest and recuperate from work responsibilities, promoting overall well-being and job satisfaction. In this case, the correct choice of 10 days aligns with common labor standards and practices within various industries, including those governed by compliance regulations. Having a foundational baseline of 10 days off reflects an approach that balances organizational needs and employee rights, acknowledging the importance of time away from work for personal matters, illness, or general relaxation. This standard recognizes that regular breaks contribute positively to productivity when employees return to their responsibilities, decreasing burnout risk and enhancing job performance. While options like 8, 11, and 12 days may seem reasonable, they do not meet the established minimum requirement, which is specifically set at 10 days to foster a minimum level of employee rest and recovery needed in most professional settings.

5. What payment does a pilot receive for voluntarily dropping a trip?

- A. Minimum wage for the day**
- B. Payment for the greater of the dropped trip or the new trip picked up**
- C. No payment**
- D. Fixed fee for dropped trips**

When a pilot voluntarily drops a trip, the payment they receive is typically based on the greater of the pay for the trip that was dropped or the new trip they pick up. This policy serves to motivate pilots to manage their schedules flexibly while ensuring that they are compensated fairly for their time and effort. In situations where a pilot drops a trip, it's important to note that they're not penalized in terms of pay, and instead, the structure allows them to receive compensation equivalent to or greater than what they would have earned had they completed their original assignment. This means that if the new trip offers more hours or a higher rate than the trip they dropped, the pilot is entitled to that better compensation. Conversely, if the dropped trip was more lucrative than what they later take on, they will still get paid for that original trip. This approach creates fairness and incentivizes pilots to adapt their schedules within operational needs without financial loss.

6. What is the maximum number of consecutive calendar days a pilot can work without a day off?

- A. 4 days**
- B. 5 days**
- C. 6 days**
- D. 7 days**

The maximum number of consecutive calendar days a pilot can work without a day off is six days. This regulation is in place to help ensure that pilots remain well-rested and fit for duty, which is crucial for maintaining safety in aviation operations. The six consecutive days limit reflects the industry's commitment to managing fatigue and promoting responsible scheduling practices. Working beyond this limit can lead to increased risk of human error and diminished performance, which is why regulatory bodies set such standards. It is essential for pilots to have adequate rest to uphold the safety and efficiency of air travel, and the six-day limit strikes a balance between operational needs and the well-being of the flight crew.

7. What is an important consideration for Junior Assignment Pay?

- A. It's based on request**
- B. It is the last resort after a VFN fail**
- C. It applies only to new pilots**
- D. It is only for long-haul flights**

The correct answer highlights that Junior Assignment Pay serves as a form of compensation that is utilized when other preference systems, such as a Voluntary Flight Noncompliance (VFN) fail, have been exhausted. This indicates that Junior Assignment Pay is designed as a fallback option to ensure fair compensation for pilots who may be put in less desirable assignments due to operational needs. This consideration is crucial as it underscores the importance of maintaining a structured hierarchy of pay and assignment policies within the organization. By establishing Junior Assignment Pay as a last resort, the organization recognizes the need to prioritize the preferences and seniority of pilots while still having a system in place to fairly compensate those who are assigned less favorable duties when all other options have been explored. Other options do not accurately reflect the principle of Junior Assignment Pay. For instance, stating that it is based on requests overlooks the structured nature of assignments and the fallback characteristic of this payment system. Similarly, asserting that it only applies to new pilots wrongly limits its applicability, and indicating that it is only for long-haul flights restricts its use to a specific type of assignment, which does not encompass the broader framework of Junior Assignment Pay. Thus, the identification of Junior Assignment Pay as a last resort after VFN fail accurately portrays its

8. What is the worth of a VFN?

- A. 100%
- B. 150%
- C. 200%**
- D. 250%

A Variable Face Note (VFN) is a type of debt security that has a principal amount that can vary based on the issuer's conditions, typically tied to some benchmark. The worth of a VFN being 200% signifies that the note is valued at twice its face value. This could occur in scenarios where the underlying performance indicators or market conditions allow the VFN to accrue value beyond its original principal. Understanding the intrinsic nature of a VFN helps to grasp why its worth might exceed 100%. This higher valuation often reflects increased investor demand, heightened expectations regarding the issuer's future performance, or favorable market conditions that allow for adjustments in the note's worth. This sets it apart from traditional fixed-value securities, which maintain a constant value of 100% of their face amount. Therefore, recognizing the dynamics of VFNs makes it clear why a value of 200% can be justified in specific market contexts.

9. Can a pilot trip trade with other pilots while on Vacation Authority (VA)?

- A. Yes
- B. No**
- C. Depends on reserve availability
- D. Only with prior approval

The correct answer identifies that a pilot cannot trip trade with other pilots while on Vacation Authority (VA). This is because the Vacation Authority indicates that the pilot is officially on vacation status, and any activities related to trip trading would typically require the pilot to be available for work. When a pilot is on VA, they are not expected to fulfill work obligations, which includes participating in trip trades. Maintaining a clear separation between availability for duty and time off is crucial for operational integrity and scheduling management within an airline. Allowing trip trades during VA could lead to confusion about the pilot's availability and complicate scheduling, which is why such trades are generally not permitted during this time. This understanding reinforces the policy's intent to clearly delineate between when pilots are engaged in work-related activities and when they are fully entitled to the time off that VA represents.

10. What is the maximum adjustment to a new start time in the rules for Reserve Conversion?

- A. 1 hour prior
- B. 1.5 hours prior
- C. 2 hours prior**
- D. 3 hours prior

The rules for Reserve Conversion specify that the maximum adjustment to a new start time can be up to two hours prior to the originally scheduled time. This flexibility is intended to accommodate operational needs while ensuring compliance with regulatory requirements. Adjusting the start time allows for a more effective allocation of resources and improves service continuity. It's essential to follow this guideline rigorously to maintain adherence to standards set forth by regulatory bodies in the sector.