

Course Rules (Corpus) Knowledge Check Practice Test (Sample)

Study Guide



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SAMPLE

Questions

- 1. What is the policy regarding recording class sessions as per the Corpus guidelines?**
 - A. Recording is encouraged without any permission needed**
 - B. Recording requires prior permission from the instructor**
 - C. Students must record all sessions automatically**
 - D. No recording policy exists**
- 2. When departing McCampbell-Porter, to what altitude should a pilot climb when clear of the pattern?**
 - A. 2,000' MSL**
 - B. 1,500' MSL**
 - C. 1,000' MSL**
 - D. 3,000' MSL**
- 3. What direction should you turn when you reach the Shrimp Ponds for RWY 13/18?**
 - A. North**
 - B. South**
 - C. East**
 - D. West**
- 4. What must extra credit policies include according to the Corpus?**
 - A. Clear definitions and communication by the instructor**
 - B. Flexible deadlines for all assignments**
 - C. Additional assignments for all students**
 - D. Confidentiality in grading**
- 5. When departing Goliad, what should be raised?**
 - A. Landing gear and flaps**
 - B. Only gear**
 - C. Only flaps**
 - D. Altitude and speed**

- 6. For right traffic at OLF Waldron, which runway pattern is utilized?**
- A. Runway 31**
 - B. Runway 36**
 - C. Runway 18**
 - D. Runway 13**
- 7. What is the controlled ejection area (CEA) located around?**
- A. 5 nautical miles around the airfield**
 - B. 2 nautical miles around the CRP VORTAC**
 - C. 10 nautical miles around the closest airport**
 - D. 20 nautical miles around the designated maneuvering area**
- 8. Aircraft will initially climb to what altitude at what KIAS during the beach line departure?**
- A. 600' MSL @ 150 KIAS**
 - B. 700' MSL @ 175 KIAS**
 - C. 500' MSL @ 200 KIAS**
 - D. 400' MSL @ 225 KIAS**
- 9. What altitude must you descend to when exiting the Kings 4 MOA towards KNGP?**
- A. 3,000' MSL**
 - B. 2,500' MSL**
 - C. 1,800' MSL**
 - D. 4,000' MSL**
- 10. What is the break altitude at Goliad?**
- A. 1,200' MSL**
 - B. 1,300' MSL**
 - C. 1,400' MSL**
 - D. 1,500' MSL**

Answers

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

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Explanations

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1. What is the policy regarding recording class sessions as per the Corpus guidelines?

- A. Recording is encouraged without any permission needed**
- B. Recording requires prior permission from the instructor**
- C. Students must record all sessions automatically**
- D. No recording policy exists**

The requirement for prior permission from the instructor before recording class sessions is rooted in the principles of respect and confidentiality within the educational environment. This policy ensures that both the instructor and the content of the class are protected, allowing for a space where discussions can occur freely without concerns about being recorded. Having permission fosters a trust-based relationship between students and faculty, maintaining the integrity of the learning experience. The other options do not align with the guidelines. Encouraging recording without permission could lead to breaches of privacy and intellectual property concerns, while mandating that students record all sessions would not only be impractical but could also detract from the focus and engagement in the classroom. The assertion that no recording policy exists conflicts with the necessity for structure and respect for all participants in the educational process.

2. When departing McCampbell-Porter, to what altitude should a pilot climb when clear of the pattern?

- A. 2,000' MSL**
- B. 1,500' MSL**
- C. 1,000' MSL**
- D. 3,000' MSL**

The correct altitude for a pilot to climb to when clear of the traffic pattern at McCampbell-Porter is 1,000' Mean Sea Level (MSL). This altitude is typically used for safe departure procedures, ensuring that aircraft maintain a safe vertical distance from obstacles and other aircraft. Climbing to 1,000' MSL allows pilots to effectively clear nearby terrain and adhere to standard operating procedures while still providing ample space to maneuver as they enter en route flight. Maintaining a lower altitude, such as 500' or 1,000' MSL, helps pilots remain within safe operational limits while transitioning out of the busy departure phase of flight. This practice is particularly important around airports where traffic patterns are often congested. The altitude provides a balance between safety and efficiency for incoming and outgoing flights before making higher altitude transitions to cruising levels.

3. What direction should you turn when you reach the Shrimp Ponds for RWY 13/18?

- A. North**
- B. South**
- C. East**
- D. West**

When approaching the Shrimp Ponds for runway 13/18, turning south is necessary to align with the approach pattern for the runway. The standard traffic pattern for most airports allows for a left hand traffic system on departures and arrivals, and in this case, turning south will help maintain proper spacing and safety protocols as you enter the traffic pattern aligned with runway 18. This directional choice also facilitates a more efficient alignment with the runway while avoiding potential conflicts with other air traffic and aligning with the established procedures for that specific airport. Understanding these traffic pattern rules is crucial for safe and effective communication and navigation in the airspace near runways.

4. What must extra credit policies include according to the Corpus?

- A. Clear definitions and communication by the instructor**
- B. Flexible deadlines for all assignments**
- C. Additional assignments for all students**
- D. Confidentiality in grading**

Extra credit policies must include clear definitions and communication by the instructor to ensure that all students understand the criteria, expectations, and procedures involved. This clarity helps to eliminate confusion and ambiguity regarding how extra credit can be earned, what types of activities qualify for extra credit, and any limitations associated with it. Open communication on these policies promotes transparency and fairness within the course, allowing students to know what is required of them to receive potential extra points. The other options, while they may enhance the learning experience or support student outcomes, do not specifically align with the requirement for extra credit policies as stated in the Corpus. For instance, flexible deadlines and additional assignments are not universally applicable to all courses and may not be necessary for effective extra credit policy implementation. Similarly, confidentiality in grading pertains more to overall grading practices rather than specifically to the extra credit policies themselves.

5. When departing Goliad, what should be raised?

A. Landing gear and flaps

B. Only gear

C. Only flaps

D. Altitude and speed

When departing from Goliad, the appropriate procedure is to raise both the landing gear and the flaps. This ensures that the aircraft is configured correctly for flight after takeoff. Raising the landing gear is essential to reduce drag and increase the aircraft's performance during climb. Similarly, retracting the flaps is important for achieving optimal aerodynamic efficiency, as flaps are typically only used during takeoff and landing phases to provide additional lift at lower speeds. Other options such as only raising the gear or only the flaps do not cover the complete procedure necessary for a successful departure. Additionally, simply focusing on altitude and speed does not pertain to the physical actions required in terms of aircraft configuration, which is critical just after takeoff. Thus, raising both the landing gear and flaps aligns with standard aviation protocols to ensure safety and efficiency during the departure phase.

6. For right traffic at OLF Waldron, which runway pattern is utilized?

A. Runway 31

B. Runway 36

C. Runway 18

D. Runway 13

The correct answer is based on the operational procedures for right traffic patterns at OLF Waldron. For right traffic, aircraft will enter the pattern to the right of the runway. In this case, Runway 13 is configured for right traffic patterns. This means that when conducting operations from this runway, pilots turn to the right after takeoff and also have right-hand patterns for landing. In contrast, the other options present runways that, when used, typically favor left traffic patterns. Understanding which runway supports right traffic is crucial for maintaining safe and organized flight operations, as it aligns with standard aviation procedures and helps prevent conflicts with other air traffic. This highlights the importance of accurately identifying runway characteristics in various airfields.

7. What is the controlled ejection area (CEA) located around?

- A. 5 nautical miles around the airfield**
- B. 2 nautical miles around the CRP VORTAC**
- C. 10 nautical miles around the closest airport**
- D. 20 nautical miles around the designated maneuvering area**

The controlled ejection area (CEA) is specifically associated with operations around the CRP VORTAC, functioning primarily to enhance the safety and efficiency of air traffic in that designated airspace. The area of 2 nautical miles around the CRP VORTAC is established to ensure that any activities conducted within this zone, such as controlled ejections, do not interfere with the normal operations of the air traffic and enhance navigational safety. Each of the other options provides a distance that may typically be relevant for different airspace classifications or operational zones, such as around an airfield or airport. However, the CEA's specification around the CRP VORTAC highlights its purpose in facilitating safer flight operations in close proximity to this navigational aid. Understanding the scope and boundaries of a CEA is critical for pilots and air traffic controllers to prevent conflicts with existing air traffic and maintain a secure flight environment.

8. Aircraft will initially climb to what altitude at what KIAS during the beach line departure?

- A. 600' MSL @ 150 KIAS**
- B. 700' MSL @ 175 KIAS**
- C. 500' MSL @ 200 KIAS**
- D. 400' MSL @ 225 KIAS**

The correct altitude and speed for aircraft during a beach line departure is typically 500 feet MSL at 200 KIAS. This standard altitude allows the aircraft to safely clear any obstacles while maintaining a manageable speed that ensures both climb performance and efficient handling characteristics in the initial phase of the departure. Climbing to 500 feet MSL at 200 KIAS is a common practice designed to balance speed with safety. At this altitude, pilots have the opportunity to gain altitude quickly while remaining within safe operational parameters, enabling effective navigation in coastal airspace. Other options suggest higher altitudes or speeds that may not align with standard procedures for a beach line departure. For example, altitudes like 600', 700', or higher might not be required or efficient for the initial climb when departing from a beach area, where clearances and safety would necessitate a more conservative approach to altitude. Similarly, the suggested speeds of 150, 175, or 225 KIAS may exceed the operational limits or best practices for climb during this specific segment of flight, affecting aircraft performance and safety.

9. What altitude must you descend to when exiting the Kings 4 MOA towards KNGP?

- A. 3,000' MSL
- B. 2,500' MSL**
- C. 1,800' MSL
- D. 4,000' MSL

The correct altitude to descend to when exiting the Kings 4 MOA towards KNGP is 2,500 feet MSL. This altitude is designated to ensure safe separation from terrain and other traffic while transitioning out of the Military Operations Area (MOA). It provides a buffer that allows pilots to manage altitude changes safely and navigate effectively as they exit the MOA. By descending to 2,500 feet MSL, pilots comply with the established guidelines that aim to maintain safety standards, particularly when operating near military training areas. This is crucial not only for your aircraft's safety but also to ensure the safe operation of any military aircraft that may still be active in the MOA. Other altitude options, such as 3,000', 1,800', or 4,000' MSL, do not align with the prescribed exit procedure from Kings 4 MOA to KNGP. Each of these altitudes might either place an aircraft too high for safe transition through the airspace or lower than the minimum safe altitude necessary for avoiding potential obstacles, each of which could lead to complications during the flight.

10. What is the break altitude at Goliad?

- A. 1,200' MSL
- B. 1,300' MSL**
- C. 1,400' MSL
- D. 1,500' MSL

The break altitude at Goliad is established as 1,300 feet Mean Sea Level (MSL). This altitude is critical for training operations, especially for aircraft transitioning during simulated approaches or practicing landing maneuvers. Setting a consistent break altitude helps ensure safety and operational effectiveness, allowing pilots to predictively manage their aircraft's descent patterns and perform necessary checks before landing. This altitude is typically determined based on local air traffic control regulations, traffic patterns, and established training protocols, making 1,300 feet MSL the correct choice for Goliad specifically.