CPAER Airlaw Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Questions

1. What must a pilot do when a PPC has lapsed for more than 24 months?

A. Retake initial training

B. Complete a safety briefing

C. Submit a report to the minister

D. Attend a refresher course

2. What must a pilot do after performing elementary work on an aircraft?

A. Notify air traffic control

B. Enter it in the journey log and sign it

C. Conduct a post-work flight check

D. Submit a maintenance report

3. What squawk code is used for emergencies in general aviation?

A. 7700

B. 1200

C. 1400

D. 7600

4. To obtain a CPL, how many hours of solo cross country time are required?

A. 10 hours

B. 15 hours

C. 20 hours

D. 25 hours

5. What must be done in each aircraft for an air taxi or aerial work service according to SOP?

A. Pilots must complete a pre-flight checklist

B. Flight data must be recorded

C. Compliance checks must be performed

D. Documentation must be onboard

6. How many FIRs is Canada divided into?

A. Five

B. Six

C. Seven

D. Eight

7. What is the minimum obstacle clearance required for an air taxi during the day?

A. 200 feet AGL and 200 feet horizontal

B. 300 feet AGL and 300 feet horizontal

C. 400 feet AGL and 400 feet horizontal

D. 500 feet AGL and 500 feet horizontal

8. What defines an Air Taxi in aviation?

A. Heavy aircraft with more than 20 passengers

B. Single or multi-engine turboprop aircraft with a takeoff weight of up to 8,618kg

C. Large passenger jet designed for commercial flight

D. Seaplane used for coastal transportation

9. What are the vertical dimensions of Class A airspace?

A. 10,000ft ASL to FL400

B. 18,000ft ASL to FL600

C. 12,000ft ASL to FL500

D. 15,000ft ASL to FL700

10. What distinguishes an air route from an airway?

A. Air route is uncontrolled, airway is controlled

B. Air route is controlled, airway is uncontrolled

C. Both are controlled airspaces

D. Both are uncontrolled airspaces

Answers

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

Explanations

1. What must a pilot do when a PPC has lapsed for more than 24 months?

A. Retake initial training

B. Complete a safety briefing

C. Submit a report to the minister

D. Attend a refresher course

When a pilot's PPC (Pilot Proficiency Check) has lapsed for more than 24 months, the regulations require the pilot to retake initial training. This is due to the significant amount of time that has passed without the necessary proficiency checks, which can affect a pilot's skills and knowledge regarding aircraft operation and safety protocols. Initial training ensures that the pilot is fully up to date with the necessary skills, regulations, and practices before they are allowed to fly again. The requirement to retake initial training emphasizes the importance of maintaining high safety standards and ensuring that pilots are adequately prepared to operate aircraft safely and effectively. Refreshing foundational skills through initial training is crucial for aviation safety, given the potential for rapid changes in aviation technology and regulations over an extended period.

2. What must a pilot do after performing elementary work on an aircraft?

A. Notify air traffic control

B. Enter it in the journey log and sign it

C. Conduct a post-work flight check

D. Submit a maintenance report

After performing elementary work on an aircraft, a pilot is required to enter the details of that work into the journey log and sign it. This practice is essential for ensuring proper documentation of all maintenance activities carried out on the aircraft. The journey log serves as a record that provides information about the aircraft's maintenance history and compliance with safety regulations. This documentation not only helps in maintaining accountability but also assists in tracking the aircraft's airworthiness and any modifications made to it. In addition, the signed entry provides legal assurance that the pilot has conducted the necessary checks or repairs, thus fulfilling regulatory requirements. This is particularly important for maintaining safety standards as it allows for transparency and traceability in aircraft operations.

3. What squawk code is used for emergencies in general aviation?

A. 7700

B. 1200

C. 1400

D. 7600

The squawk code used for emergencies in general aviation is 7700. This code is universally recognized within the air traffic control system as the signal for an emergency situation, alerting both air traffic controllers and other aircraft that the pilot requires immediate assistance. When a pilot selects this code on their transponder, it indicates that they are facing an in-flight emergency, which could range from technical failures to health issues affecting the crew or passengers. When this code is activated, air traffic control prioritizes the aircraft's situation, providing necessary support and guidance, and facilitates a safe landing. This clearly delineates the emergency level for both the pilots and controllers involved, ensuring swift action is taken. The other codes serve different purposes: 1200 is used for VFR (Visual Flight Rules) operations, 1400 does not pertain to any widely recognized function, and 7600 is specifically designated for communications failure.

4. To obtain a CPL, how many hours of solo cross country time are required?

A. 10 hours

B. 15 hours

C. 20 hours

D. 25 hours

To obtain a Commercial Pilot License (CPL), the requirement for solo cross-country time is 20 hours. This specific amount is mandated to ensure that pilots have ample experience managing navigation and the challenges associated with flying solo over longer distances, which are essential for a commercial pilot's competencies. This experience helps in developing important skills such as flight planning, decision making, and real-world navigation, all critical for commercial operations. Meeting this requirement reflects a level of proficiency that goes beyond basic piloting skills, ensuring a foundation built on safety and experience necessary for commercial flying opportunities.

5. What must be done in each aircraft for an air taxi or aerial work service according to SOP?

A. Pilots must complete a pre-flight checklist

B. Flight data must be recorded

C. Compliance checks must be performed

D. Documentation must be onboard

For air taxi or aerial work services, compliance checks must be performed in each aircraft as mandated by standard operating procedures (SOP). This requirement ensures that the aircraft meets all regulatory and safety standards before any operation. Compliance checks can include verifying that the aircraft is in a condition for safe operation, confirming that all equipment and documentation are current and in order, and ensuring that operational protocols are followed. This process is essential for maintaining the safety of the aircraft, the crew, and passengers, as well as for adhering to the legal frameworks governing aviation operations. While other actions like completing a pre-flight checklist, recording flight data, and ensuring documentation is onboard are important practices for flight safety and operation, the compliance checks establish a formal requirement that confirms adherence to regulations and safety measures necessary for conducting air taxi or aerial work services.

6. How many FIRs is Canada divided into?

A. Five

B. Six

C. Seven

D. Eight

Canada is divided into seven Flight Information Regions (FIRs). Each FIR serves as a designated area for providing critical air traffic services, including the management of aircraft operations and ensuring safety in the airspace. The division into seven FIRs allows for efficient handling of the varied air traffic throughout the expansive territory of Canada, accommodating the diverse operating environments from urban centers to remote regions. The establishment of seven FIRs considers factors such as geography, population density, and the volume of air traffic, enabling air traffic controllers to coordinate and manage flights effectively within each region. This structure is vital not just for managing air traffic but also for providing critical support and services to pilots operating in different parts of Canadian airspace.

7. What is the minimum obstacle clearance required for an air taxi during the day?

A. 200 feet AGL and 200 feet horizontal

B. 300 feet AGL and 300 feet horizontal

C. 400 feet AGL and 400 feet horizontal

D. 500 feet AGL and 500 feet horizontal

The minimum obstacle clearance required for an air taxi during the day is 300 feet above ground level (AGL) vertically and 300 feet horizontally from any obstacles. This standard is established to ensure a reasonable safety margin for aircraft operating in the air taxi category, which includes operations that may be less predictable than those of larger aircraft. The 300-foot vertical clearance provides sufficient margin for performance variances during takeoff, landing, or climbs, especially in urban environments where obstacles such as buildings and towers are more prevalent. The horizontal clearance of 300 feet serves to mitigate risk from unexpected situations, allowing adequate space to maneuver around obstacles in the vicinity. Ensuring these clearance requirements helps to maintain a safe operating environment for air taxis, as well as for other aircraft that may be flying in the area. This regulation is critical in areas with high obstacles and complex terrain where precision and safety are paramount.

8. What defines an Air Taxi in aviation?

A. Heavy aircraft with more than 20 passengers

B. Single or multi-engine turboprop aircraft with a takeoff weight of up to 8,618kg

C. Large passenger jet designed for commercial flight

D. Seaplane used for coastal transportation

An Air Taxi is defined by its operational characteristics and specific weight limitations. The correct option identifies Air Taxis as single or multi-engine turboprop aircraft with a maximum takeoff weight of up to 8,618 kg. This classification is important as it encompasses a range of smaller aircraft that can operate on demand, providing flexible and efficient transportation services, often in regional or less populated areas. Air Taxis are distinct from larger commercial aircraft, which typically have a greater passenger capacity and weight, and are not described by the characteristics mentioned in the other options. For instance, heavy aircraft that carry more than 20 passengers are typically categorized as commercial airliners rather than Air Taxis. Similarly, large passenger jets and seaplanes are not classified under the Air Taxi segment, as they serve different roles in the aviation industry, such as scheduled commercial flights or specialized coastal transport. By recognizing the specific criteria that define an Air Taxi, one can better understand the operational environment and services these aircraft provide within the aviation sector.

9. What are the vertical dimensions of Class A airspace?

A. 10,000ft ASL to FL400

B. 18,000ft ASL to FL600

C. 12,000ft ASL to FL500

D. 15,000ft ASL to FL700

The correct choice indicates that Class A airspace extends from 18,000 feet above sea level (ASL) to 60,000 feet flight level (FL600). This specific range is critical for ensuring safe and efficient control of air traffic, particularly for high-altitude flights. Class A airspace is modeled to cover high-altitude operations, where most of the jet routes exist, providing a controlled environment for aircraft operating above 18,000 feet. The upper limit of 60,000 feet ensures that the airspace can accommodate a variety of flight operations, including those performed by both commercial and military aircraft. Encompassing this range also aids in managing separation requirements between various classes of users. In contrast, the other options do not accurately represent the established vertical limits of Class A airspace as outlined by aviation regulations.

10. What distinguishes an air route from an airway?

A. Air route is uncontrolled, airway is controlled

B. Air route is controlled, airway is uncontrolled

C. Both are controlled airspaces

D. Both are uncontrolled airspaces

The distinction between an air route and an airway primarily revolves around control and management of the airspace. An air route is generally understood to be less regulated and can allow for more flexibility in navigation, often utilized by pilots who may not be within controlled air traffic systems. In contrast, an airway is a designated route in the airspace that is subject to more stringent control measures, often managed by air traffic control to ensure safe and organized air traffic flow. In controlled airspace, airways provide structured navigation and are often used by commercial and other flight operations that require separation from other traffic. These routes are essential for maintaining safety and efficiency in busy air traffic environments. Uncontrolled air routes offer pilots the ability to navigate more freely, independent of air traffic control, typically used in less congested or remote areas. Given this understanding, the answer aligns with the definitions of air route and airway regarding their control and operational practices in aviation.