Envoy Interview Practice Exam (Sample)

Study Guide

Everything you need from our exam experts!

Questions

1. Is it permissible to continue landing rollout on a displaced threshold?

A. No, it is not allowed

B. Yes, it is allowed

C. Only with prior approval

D. Only if visibility is clear

2. At what altitude range is RVSM applicable?

A. FL250 to FL290

B. FL290 to FL340

C. FL290 to FL410

D. FL410 to FL450

3. In terms of the takeoff alternate altitude guidelines, what does "6/m/6" indicate?

A. Minimum visibility condition allowed

B. Maximum runway length

C. Six miles in visual conditions

D. Minimum runway width

4. What are the oxygen requirements for part 91 at and above 12,500 feet?

A. Only the crew needs oxygen

B. Passengers must have oxygen available

C. Minimum flight needs to be on oxygen if flying for 30 minutes or more

D. No special requirements

5. What must pilots have in addition to valid passports when flying into Mexico?

A. Just the pilot's license

B. English proficiency on pilot certificates

C. International Driver's License

D. Commercial insurance certificate

6. Which five documents are required when getting out to your plane?

A. Flight Plan, Registration, Operating Handbook, Weight and Balance, Medical Certificate

B. Airworthiness Certificate, Registration, Radio Station License, Operating Handbook, Weight and Balance

C. Pilot License, Insurance, Operating Handbook, Weight and Balance, Safety Card

D. Airworthiness Certificate, Pilot License, Airport Facilities Map, Operating Handbook, Weight and Balance

7. During low visibility operations, what happens to ILS Hold Short rules?

A. They are relaxed

B. They are enforced

C. They are only advised

D. They are not applicable

8. What temperature does Jet A fuel start to freeze?

A. -50°C

B. -40°C

C. -30°C

D. -20°C

9. What type of situations would typically require an alternate airport?

A. Scheduled maintenance

B. Weather conditions

C. Emergency landings

D. Aircraft serviceability

10. At what altitude must you be on oxygen if leaving the cockpit and the flight attendant is in your seat?

A. Above FL180

B. Above FL250

C. Above FL300

D. Above FL350

Answers

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

Explanations

1. Is it permissible to continue landing rollout on a displaced threshold?

A. No, it is not allowed

B. Yes, it is allowed

C. Only with prior approval

D. Only if visibility is clear

Landing rollout on a displaced threshold is permissible because a displaced threshold indicates that aircraft can use that portion of the runway for landing operations. Displaced thresholds are often marked on runways to designate an area where aircraft can safely land, even if taxiing or takeoff operations are not permitted from that segment. In practice, once an aircraft lands beyond the displaced threshold and rolls out onto the designated portion of the runway, it is considered acceptable as long as the runway conditions allow for safe operation. It is essential for pilots to be aware of the runway markings and any local procedures that apply, but generally, landing on and rolling out past a displaced threshold is routinely accepted based on the design and maintenance of the airport runway. The other options assume conditions or restrictions that don't align with standard aviation regulations or practices regarding displaced thresholds. The key concept is understanding that these markings are specifically intended to allow for safe landing operations in marked areas.

2. At what altitude range is RVSM applicable?

A. FL250 to FL290

B. FL290 to FL340

C. FL290 to FL410

D. FL410 to FL450

RVSM, or Reduced Vertical Separation Minimum, is applicable in the altitude range from Flight Level (FL) 290 to FL 410. This particular range is significant because it allows aircraft to operate with a reduced vertical separation of 1,000 feet between flight levels, rather than the standard 2,000 feet used at lower altitudes. This increased traffic capacity is essential for optimizing the use of airspace, especially in busy air traffic regions. The implementation of RVSM contributes to the efficient management of air traffic, as it allows for more aircraft to occupy the same airspace with reduced separation, thereby increasing the availability of altitude options for pilots, enhancing fuel efficiency, and improving overall flight safety. The designation of FL 290 to FL 410 is specifically regulated due to the operational requirements and equipment standards that aircraft must meet to operate in this environment, including altitude-keeping performance. In contrast, the other altitude ranges do not align with the parameters established for RVSM, as they either fall outside the range or do not reflect the standards that allow for reduced separation.

3. In terms of the takeoff alternate altitude guidelines, what does "6/m/6" indicate?

A. Minimum visibility condition allowed

B. Maximum runway length

C. Six miles in visual conditions

D. Minimum runway width

The designation "6/m/6" in the context of takeoff alternate altitude guidelines specifically refers to minimum visibility conditions required for a successful takeoff. This means that the minimum visibility required at the takeoff alternate airport is six miles. It's critical for pilots to be aware of this requirement because visibility plays a key role in ensuring safe takeoff conditions, especially in situations where an alternate airport may need to be used due to weather or other operational constraints. Other options may reference different aspects of aviation but do not directly relate to the specified visibility conditions. The phrase in question is tailored to clarify the visibility requirement during flight operations, which is fundamental for ensuring safety as it allows the pilot to identify and navigate safely in situations where alternate routing is necessary.

4. What are the oxygen requirements for part 91 at and above 12,500 feet?

A. Only the crew needs oxygen

B. Passengers must have oxygen available

C. Minimum flight needs to be on oxygen if flying for 30 minutes or more

D. No special requirements

The correct answer is based on the regulations set forth in Part 91 of the Federal Aviation Regulations, which govern the operation of aircraft in the United States. Specifically, at altitudes of 12,500 feet and above, there are requirements concerning the use of supplemental oxygen to ensure the safety of those on board. At altitudes of 12,500 feet, the pressure of oxygen in the air decreases, which can lead to hypoxia if a person is exposed to such conditions for an extended period. According to Federal Aviation Administration (FAA) guidelines, the minimum requirement is that if an aircraft is flying at that altitude for more than 30 minutes, the pilot in command and any crew members must use supplemental oxygen. This rule is in place to mitigate the risks associated with hypoxia and ensure that crew members are fit to operate the aircraft safely. However, it is essential to note that passengers do not have the same requirements unless specified differently in a flight operation plan or if the altitude exceeds 14,000 feet. Therefore, pilot and crew oxygen requirements become essential to ensure operational safety, which makes it imperative to follow the guidelines established in Part 91. Understanding these regulations highlights the importance of careful adherence to safety protocols in aviation, especially at high

5. What must pilots have in addition to valid passports when flying into Mexico?

A. Just the pilot's license

B. English proficiency on pilot certificates

C. International Driver's License

D. Commercial insurance certificate

When flying into Mexico, pilots are required to have English proficiency indicated on their pilot certificates. This requirement stems from the fact that English is the international aviation language, as mandated by the International Civil Aviation Organization (ICAO). Effective communication is essential for safety in aviation, especially in environments where pilots and air traffic control may be using different native languages. Therefore, possessing verified English proficiency ensures that pilots can effectively understand and respond to instructions and communications while operating in or near Mexican airspace. The other options do not fulfill the necessary requirements for entry into Mexico. While a pilot's license is fundamental for operating an aircraft, it alone does not meet the international communication standards that could be critical during flights. An International Driver's License is irrelevant in the context of aviation operations. Similarly, while commercial insurance is important for overall flight operations, it is not specifically mandated for entry into Mexico in the same way that proficiency in English is required for safety and operational reasons.

6. Which five documents are required when getting out to your plane?

A. Flight Plan, Registration, Operating Handbook, Weight and Balance, Medical Certificate

B. Airworthiness Certificate, Registration, Radio Station License, Operating Handbook, Weight and Balance

C. Pilot License, Insurance, Operating Handbook, Weight and Balance, Safety Card

D. Airworthiness Certificate, Pilot License, Airport Facilities Map, Operating Handbook, Weight and Balance

The correct choice reflects the essential documents required for flight operations, ensuring compliance with aviation regulations and safety standards. The airworthiness certificate is crucial as it confirms that the aircraft meets safety and design standards as prescribed by aviation authorities. The registration proves ownership of the aircraft and that it is properly documented. The radio station license is necessary if the aircraft is equipped with radio communication systems; it ensures that the aircraft can legally operate on the radio frequencies allocated for aviation use. The operating handbook provides important information on the operating procedures and performance characteristics of the aircraft, while the weight and balance documentation is critical to ensure that the aircraft is loaded within its limits for safe operation. This combination of documents ensures the legal operation of the aircraft and the safety of the flight, which is why this choice is the most comprehensive and appropriate for the requirements before getting out to the plane.

7. During low visibility operations, what happens to ILS Hold Short rules?

A. They are relaxed

B. They are enforced

C. They are only advised

D. They are not applicable

In low visibility operations, the Instrument Landing System (ILS) Hold Short rules are enforced to maintain safety and ensure compliance with air traffic control procedures. These rules are crucial in situations where visibility is significantly reduced, as they help prevent runway incursions and ensure that aircraft remain at appropriate distances from active runways. By strictly enforcing these rules, air traffic controllers can effectively manage the flow of air traffic and minimize the risk of accidents during landing and takeoff, where precise positioning is critical. The enforcement of ILS Hold Short rules means that pilots must comply with specific instructions to remain at defined holding points until they receive clearance. This is especially important in low visibility conditions because visual references for pilots are severely limited, making reliance on procedural compliance paramount for safe operations.

8. What temperature does Jet A fuel start to freeze?

A. -50°C

B. -40°C

C. -30°C

D. -20°C

Jet A fuel typically begins to freeze at approximately -40°C. This freezing point can vary slightly based on specific formulations, but -40°C is widely accepted as a standard threshold for Jet A fuel. Understanding this temperature is crucial for aviation operations, particularly in cold weather environments, as it impacts fuel handling, storage, and performance in aircraft. Maintaining fuel above this freezing point is essential to prevent fuel lines and filters from becoming clogged with ice, which could disrupt engine performance. Aviation fuel specifications typically ensure that Jet A remains usable at very low temperatures to accommodate flight operations across various climates.

9. What type of situations would typically require an alternate airport?

A. Scheduled maintenance

B. Weather conditions

C. Emergency landings

D. Aircraft serviceability

The requirement for an alternate airport is commonly influenced by weather conditions because adverse weather can significantly impact a flight's ability to land at its intended destination. If forecasts predict low visibility, fog, heavy precipitation, or other adverse conditions at the primary destination, preparing for an alternative landing site becomes crucial. This enhances flight safety and ensures that crews and passengers have a backup in case landing becomes impossible due to poor weather. In contrast, scheduled maintenance typically occurs on a predetermined schedule and does not change the flight plan, while emergency landings are often unexpected situations that require landing as soon as possible, often at the nearest available airport rather than a planned alternate. Aircraft serviceability relates to whether an aircraft is functioning correctly, but it does not directly dictate the need for an alternate airport unless directly linked to weather scenarios affecting landing at the intended destination.

10. At what altitude must you be on oxygen if leaving the cockpit and the flight attendant is in your seat?

A. Above FL180

B. Above FL250

C. Above FL300

D. Above FL350

The correct altitude for requiring supplemental oxygen when leaving the cockpit, particularly if the flight attendant is occupying the pilot's seat, is indeed above FL250. At altitudes above this level, the partial pressure of oxygen decreases significantly, which can adversely affect cognitive functions and lead to hypoxia if individuals are not using supplemental oxygen. When flying above FL250, pilots are generally required to use oxygen systems in certain circumstances, especially during periods where cabin depressurization may occur or when not at the controls of the aircraft. This altitude is critical in ensuring that safety standards are met to maintain cognitive function and the ability to perform necessary duties in the unlikely event of a cabin decompression. Options at lower altitudes, such as FL180 or FL300, do not require the same strict guidelines for supplemental oxygen for every situation, hence the selection of FL250 as the relevant threshold for the described scenario.