FIA ADMISSION | WORLD STUDENT PILOT

FIA PILOT® ASIA ADMISSION 2027

ALPD-Exam Practice

Student Pilot Admission Preparation Material



FIA PILOT® | Admission & Selection Process 2027

1. Online Application & Payment
Applications for FIA PILOT® Student Pilot Admission 2027 are open from 31 October to 15 December 2026.
Candidates must complete the official online application form and pay the required admission examination fee through **www.fiapilot.com**
The admission fee covers participation in the written examination and oral interview selection process, subject to eligibility and examination results.

2. Online Written Admission Examination
All eligible candidates must complete the online written admission examination scheduled for 9 January 2027.
The examination consists of 100 multiple-choice questions, conducted in English and based on aviation knowledge aligned with Transport Canada Private Pilot Licence (PPL) standards.

- Examination format: Online
- Total questions: 100 multiple-choice questions
- Examination duration: 120 minutes
- Minimum passing score: 60% overall
- Written examination results: 18 January 2027

3. Oral Examination & Interview
Candidates who successfully pass the written admission examination will be eligible to proceed to the oral examination and interview, scheduled for 23–24 January 2027.
The assessment evaluates candidates across three key areas:

- Aptitude and pilot suitability assessment
- Personal interview
- Motivation and commitment review

Candidates may attend their interviews online via Zoom or in person at Thammasat University, Thailand.

4. Announcement of Final Selection Results
The final selection results will be officially announced on 27 January 2027.
Candidates may access official announcements and further admission instructions through the FIA PILOT® website at **www.fiapilot.com**

5. Aviation Medical Examination
Selected candidates must undergo the required aviation medical examination to determine their eligibility for professional pilot training.
Candidates must meet the applicable Transport Canada Category 1 Medical Certificate requirements before proceeding with flight training.
Medical examination arrangements are expected to take place between February and March 2027.

6. Offer, Enrollment & Visa Preparation
Candidates who successfully complete the required selection and medical assessment stages will proceed to the enrollment process.
This stage includes:

- Receiving an official offer letter
- Confirming acceptance and paying the required enrollment deposit
- Completing enrollment documentation
- Preparing study permit and visa applications
- Arranging international travel and pre-departure requirements

Enrollment and related preparations are expected to take place during the first half of 2027.

7. Departure & Professional Flight Training in Canada
Following completion of enrollment and approval of the necessary immigration documentation, students will travel to Canada to begin professional flight training at an approved FIA PILOT® partner flight school.
The planned arrival and training commencement period is July–December 2027.
The professional pilot training pathway includes:

- Private Pilot Licence (PPL)
- Commercial Pilot Licence (CPL)
- Flight Instructor Rating (FIR)

The estimated total training duration is 2–2.5 years, depending on individual progress, training availability, and applicable requirements.

FIA PILOT® provides an international student pilot admission and selection pathway for aspiring pilots across Asia.
Through its structured admission system, FIA PILOT® coordinates candidate assessments, selection procedures, enrollment support, and international flight training arrangements with its partner institutions.

The 2027 admission round is open to eligible applicants across Asia, including candidates with no previous flight experience.
The programme is self-funded and does not provide scholarships. All selected candidates are responsible for applicable admission, enrollment, and flight training costs. For official admission information, visit **www.fiapilot.com**

FIA PILOT® | Question Structure Framework

Written Admission Examination 2027
Examination Date: 9 January 2027
Examination Format: Online Multiple-Choice Examination
Examination Language: English

Total Questions: 100
Time Limit: 120 Minutes (2 Hours)
Passing Score: 60% Overall
Target Candidates: Aspiring student pilots, including beginners with no previous aviation experience.

Examination Standard: Aviation knowledge based on Transport Canada Private Pilot License (PPL) standards.
Part 1 : Communication & Radio
60 Questions
- ROC-A : Restricted Operator Certificate with Aeronautical Qualification: 25 Questions
- PSTAR : Pre-Solo Test on Air Regulations: 25 Questions
- ALPD : Aviation Language Proficiency Demonstration 10 Questions

Part 2 : Aviation Knowledge
40 Questions
- Air Law: 20 Questions
- Navigation: 5 Questions
- Meteorology: 5 Questions
- Aeronautics & General Knowledge: 10 Questions

Answer Key & Scoring Framework
- Total assessed questions: 100
- Question format: Multiple choice, with one correct answer per question
- Minimum passing requirement: 60% overall
- Written examination results: 18 January 2027
- Candidates who meet the passing requirement will be eligible to proceed to the oral examination and interview.

Important: The written examination consists entirely of multiple-choice questions. No additional written-response section is included in the 2027 examination structure.The admission examination is designed to assess candidates' foundational aviation knowledge and readiness to proceed to the next stage of international pilot selection.

FIA PILOT® ALPD EXAM PRACTICE 2027
SECTION 1: PHRASEOLOGY (10 QUESTIONS)

Q1. During initial radio contact, a ground station responds with the instruction "STANDBY." What is the pilot expected to understand?
A) The previous message must be repeated immediately.
B) The pilot should wait for further communication from the station.
C) The aircraft has been cleared to proceed.
D) The pilot should change to another radio frequency.

Q2. After receiving an instruction from Air Traffic Control, a pilot responds with "WILCO." What does this response indicate?
A) The pilot has received the message but requires clarification.
B) The pilot is unable to comply with the instruction.
C) The pilot acknowledges the message without confirming compliance.
D) The pilot has received and understood the instruction and will comply.

Q3. A pilot hears an incomplete radio transmission because of interference. Which standard phrase should the pilot use to request that the message be repeated?
A) "SAY AGAIN."
B) "I SAY AGAIN."
C) "ROGER."
D) "CORRECTION."

Q4. An air traffic controller asks a pilot to confirm whether certain information has been received. The pilot responds with "AFFIRM." What does this response mean?
A) The information was not received.
B) The pilot requires additional instructions.
C) The answer is yes.
D) The pilot is unable to answer.

Q5. An air traffic controller asks a pilot to confirm an altitude that differs from the aircraft's actual altitude. The pilot responds with "NEGATIVE." What does this response communicate?
A) The pilot agrees with the controller's statement.
B) The controller's statement is incorrect.
C) The pilot has completed the requested action.
D) The pilot wishes to terminate communication.

Q6. Following an aircraft's initial call, the ground station replies with "GO AHEAD." What does this phrase mean in radiotelephony communication?
A) The pilot may proceed with the radio message.
B) The aircraft has permission to begin taxiing.
C) The aircraft has received departure clearance.
D) The pilot should increase the aircraft's speed.

Q7. During radio communication, ATC instructs a pilot to "READ BACK" a message. What does this instruction require?
A) Confirm that the message was heard without repeating it.
B) Request additional information from the controller.
C) Translate the instruction into simpler language.
D) Repeat the complete message or specified portion exactly as received.

Q8. A pilot makes an error while transmitting information and immediately says "CORRECTION." What does this phrase indicate?
A) The pilot is requesting confirmation from ATC.
B) The pilot is cancelling all previous communications.
C) An error has been made and the speaker is providing the correct information.
D) The pilot has misunderstood the controller's last instruction.

Q9. ATC instructs a pilot to "MONITOR" a specified radio frequency. What is the primary meaning of this instruction?
A) Listen to communications on the specified frequency.
B) Transmit a position report every minute.
C) Request clearance to leave the frequency.
D) Change the aircraft's transponder code.

Q10. A pilot acknowledges an ATC transmission using the word "ROGER." What does this response specifically indicate?
A) The pilot agrees to comply with every instruction received.
B) The pilot has received the last transmission.
C) The pilot is requesting permission to proceed.
D) The pilot has completed the assigned instruction.

ANSWER KEY

SECTION 1: PHRASEOLOGY (10 QUESTIONS)

ANSWER KEY

Q1: B, Q2: D, Q3: A, Q4: C, Q5: B, Q6: A, Q7: D, Q8: C, Q9: A, Q10: B

ANSWER EXPLANATIONS

Q1: STANDBY: Indicates that the station needs to pause communication temporarily. The pilot should wait for the station to re-establish contact.
Q2: WILCO: Means that the instruction has been received, understood, and will be complied with.
Q3: SAY AGAIN: A standard phrase used to request repetition of a transmission or a specific portion of a message.
Q4: AFFIRM: An affirmative response meaning "Yes."
Q5: NEGATIVE: Indicates "No," that a statement is incorrect, or that the speaker does not agree.
Q6: GO AHEAD: Indicates that the receiving station is ready for the caller to proceed with the message. It is not an aircraft movement clearance.
Q7: READ BACK: Requires repetition of the entire message or specified portion to verify accurate reception.
Q8: CORRECTION: Used when a speaker identifies and corrects an error in a radio transmission.
Q9: MONITOR: Instructs the recipient to listen on a specified radio frequency.
Q10: ROGER: Confirms receipt of the last transmission. It does not necessarily indicate agreement or compliance.

FIA PILOT® ALPD EXAM PRACTICE 2027
SECTION 2: BEST RESPONSE (10 QUESTIONS)

Q1. An aircraft is approaching the airport when ATC transmits: "Cessna C-FABC, cleared to land runway 09." Which response is the most appropriate?
A) "Roger, we are landing."
B) "Runway 09, approaching now."
C) "Cleared to land runway zero nine, C-FABC."
D) "Copy, landing approved."

Q2. While taxiing toward the departure runway, Ground Control instructs: "C-FABC, hold short runway 27." What is the most appropriate pilot response?
A) "Holding short runway two seven, C-FABC."
B) "Roger, taxiing toward runway 27."
C) "Standing by for departure."
D) "Runway 27, continuing taxi."

Q3. ATC advises: "C-FABC, traffic two o'clock, one mile, same altitude. Advise when in sight." The pilot cannot see the reported aircraft. Which response is most appropriate?
A) "Roger, traffic confirmed."
B) "C-FABC, traffic in sight."
C) "We are looking at the airport."
D) "Traffic not in sight, C-FABC."

Q4. During flight, ATC instructs: "C-FABC, squawk 4321." Which response correctly acknowledges the instruction?
A) "Roger, transponder ready."
B) "Squawk four three two one, C-FABC."
C) "C-FABC, frequency four three two one."
D) "Copy, four thousand three hundred twenty-one."

Q5. ATC instructs an aircraft: "C-FABC, contact tower on 118.5." Which response is most appropriate?
A) "Tower one one eight decimal five, C-FABC."
B) "Roger, maintaining this frequency."
C) "Tower frequency confirmed, standing by."
D) "C-FABC, request permission to land."

Q6. An aircraft is waiting at the holding point when ATC instructs: "C-FABC, line up and wait runway 09." Which response correctly acknowledges the instruction?
A) "Cleared for takeoff runway zero nine, C-FABC."
B) "C-FABC, holding short runway zero nine."
C) "Line up and wait runway zero nine, C-FABC."
D) "Roger, ready to depart immediately."

Q7. ATC requests: "C-FABC, say altitude." The aircraft is maintaining 2,500 feet. Which response provides the requested information most clearly?
A) "C-FABC, maintaining normal altitude."
B) "C-FABC, two thousand five hundred feet."
C) "Roger, altitude confirmed."
D) "C-FABC, climbing as instructed."

Q8. During an approach, ATC asks: "C-FABC, say intentions." The pilot intends to make a full-stop landing. Which response is most appropriate?
A) "Roger, approaching the airport."
B) "C-FABC, everything is normal."
C) "C-FABC, landing permission received."
D) "C-FABC, intending a full-stop landing."

Q9. Ground Control instructs: "C-FABC, taxi via Alpha to runway 18, hold short runway 18." Which response provides the most complete and appropriate readback?
A) "Roger, taxiing to runway 18."
B) "C-FABC, proceeding to the runway."
C) "Taxi via Alpha, holding short runway one eight, C-FABC."
D) "Runway 18, ready for departure."

Q10. ATC instructs: "C-FABC, report when established on final runway 27." The aircraft is now established on final approach. Which response is most appropriate?
A) "C-FABC, established on final runway two seven."
B) "C-FABC, approaching the airport."
C) "Roger, runway 27 in sight."
D) "C-FABC, cleared to land runway two seven."

ANSWER KEY

SECTION 2: BEST RESPONSE (10 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: A, Q6: C, Q7: B, Q8: D, Q9: C, Q10: A

ANSWER EXPLANATIONS

Q1: LANDING CLEARANCE: The pilot correctly acknowledges the landing clearance by repeating the authorized runway and including the aircraft call sign. A landing clearance should not be acknowledged with an informal response such as "Okay" or "Copy."

Q2: HOLD SHORT: The pilot must acknowledge the instruction to hold short of the specified runway. The response confirms that the aircraft will remain behind the runway holding position until further authorization is received.

Q3: TRAFFIC NOT IN SIGHT: When a pilot cannot visually identify traffic reported by ATC, the appropriate response is to indicate that the traffic is not in sight. This provides ATC with accurate information about the pilot's situational awareness.

Q4: SQUAWK: The term "Squawk" refers to the selection of a transponder code. The pilot should repeat the assigned four-digit code to confirm accurate reception of the instruction.

Q5: FREQUENCY CHANGE: The pilot acknowledges the assigned radio frequency and identifies the aircraft. Repeating the frequency helps prevent communication errors when transferring between air traffic control units.

Q6: LINE UP AND WAIT: This instruction authorizes the aircraft to enter the designated runway and line up while waiting for further clearance. It does not authorize takeoff, so the pilot must not respond as though a takeoff clearance has been issued.

Q7: ALTITUDE REPORT: When ATC requests an aircraft's altitude, the pilot should provide the actual altitude clearly and precisely. Including the aircraft call sign helps identify the transmitting aircraft.

Q8: SAY INTENTIONS: This instruction requests information about the pilot's intended actions. The pilot should communicate the planned procedure clearly, allowing ATC to coordinate traffic appropriately.

Q9: TAXI INSTRUCTIONS: The response correctly identifies the assigned taxi route and repeats the hold-short restriction. Accurate readback of runway restrictions is essential for preventing misunderstandings and runway incursions.

Q10: FINAL APPROACH REPORT: The pilot reports that the aircraft is established on final approach for the specified runway, as requested by ATC. Reporting final approach does not mean that landing clearance has automatically been granted.

These practice questions are developed for educational purposes and are not official Transport Canada examination materials. For questions or further information regarding the examination, please contact us at admissions@fiapilot.com

FIA PILOT® ALPD EXAM PRACTICE 2027
SECTION 3 :COMMUNICATION (10 QUESTIONS)

Q1. During radio communication with Air Traffic Control, which communication technique is most effective in reducing the risk of misunderstanding?
A) Speaking as quickly as possible to reduce transmission time.
B) Using standard phraseology, clear pronunciation, and a consistent speaking pace.
C) Using informal language to make instructions easier to understand.
D) Avoiding aircraft call signs to keep transmissions short.

Q2. A pilot receives an ATC instruction, but part of the assigned altitude is unclear due to radio interference. What is the most appropriate communication decision?
A) Assume the controller intended the previously assigned altitude.
B) Acknowledge the instruction and wait for further information.
C) Request repetition of the unclear altitude before acknowledging the instruction.
D) Repeat the altitude that seems most likely to be correct.

Q3. Two aircraft operating on the same frequency have similar call signs. Which communication practice is most effective in preventing confusion?
A) Responding whenever a transmission sounds relevant to the aircraft.
B) Using abbreviated call signs throughout all communications.
C) Identifying the aircraft by its position instead of its call sign.
D) Using the full aircraft call sign whenever confusion is possible.

Q4. A pilot needs to make a routine, non-urgent radio request while the frequency is occupied by other aircraft. What demonstrates appropriate communication judgment?
A) Wait for a suitable break in transmissions, then communicate clearly and concisely.
B) Interrupt the ongoing conversation to ensure the request is heard.
C) Repeat the request continuously until the controller responds.
D) Change to another frequency without notifying the controller.

Q5. An air traffic controller needs to communicate an assigned heading of 090 degrees. Which transmission most clearly follows standard aviation numerical phraseology?
A) "Turn toward ninety."
B) "Heading nine."
C) "Heading zero niner zero."
D) "Turn approximately to the east."

Q6. A pilot receives an ATC instruction that cannot be safely complied with due to an aircraft limitation. Which communication approach demonstrates the best professional judgment?
A) Acknowledge the instruction without mentioning the limitation.
B) Inform ATC that compliance is not possible and request an alternative instruction.
C) Remain silent until ATC issues another instruction.
D) Accept the instruction and explain the limitation after the flight.

Q7. During a radio exchange, a pilot has difficulty understanding a controller because the message is being delivered too quickly. What is the most appropriate response?
A) Guess the intended meaning based on previous transmissions.
B) Continue transmitting the original request without acknowledging the difficulty.
C) Ask another aircraft to interpret the message without contacting ATC.
D) Request that the controller speak more slowly and clearly.

Q8. A pilot needs to communicate an unusual situation for which no specific standard phraseology is available. What is the most effective communication strategy?
A) Use plain, concise, and unambiguous English to explain the situation.
B) Avoid describing the situation until a standard phrase can be identified.
C) Use informal expressions that are commonly understood in everyday conversation.
D) Provide a long explanation containing as much technical terminology as possible.

Q9. When making an initial radio call to an aeronautical ground station, which communication approach is generally the most effective?
A) Begin describing the request without identifying the aircraft.
B) Provide a detailed explanation of the entire flight before stating the request.
C) Identify the station being called and the aircraft, then provide relevant information and the purpose of the call.
D) Transmit only the aircraft registration and wait without stating the request.

Q10. An air traffic controller requests a readback of a specific instruction. Which action best demonstrates accurate and professional radio communication?
A) Respond with "Roger" to indicate that the message was received.
B) Repeat the requested instruction accurately, including the relevant details.
C) Summarize the instruction in informal language to save time.
D) Acknowledge only the final part of the instruction.

ANSWER KEY

SECTION 3 :COMMUNICATION (10 QUESTIONS)

ANSWER KEY

Q1: B, Q2: C, Q3: D, Q4: A, Q5: C, Q6: B, Q7: D, Q8: A, Q9: C, Q10: B

ANSWER EXPLANATIONS

Q1: CLEAR AND STANDARD COMMUNICATION: Effective aviation communication requires standard phraseology, clear pronunciation, and an appropriate speaking pace. These practices reduce ambiguity and improve the accuracy of information exchanged between pilots and air traffic controllers.

Q2: CLARIFICATION OF INSTRUCTIONS: When any part of an ATC instruction is unclear, the pilot should request clarification rather than make assumptions. Confirming critical information, particularly altitude assignments, helps prevent communication errors.

Q3: AIRCRAFT IDENTIFICATION: Using the full aircraft call sign when confusion is possible helps distinguish between aircraft operating on the same frequency. This is particularly important when aircraft have similar registrations or call signs.

Q4: RADIO COMMUNICATION DISCIPLINE: Pilots should avoid interrupting ongoing radio transmissions for routine messages. Waiting for a suitable opportunity and communicating concisely supports efficient frequency management and reduces interference.

Q5: STANDARD NUMERICAL PHRASEOLOGY: Aircraft headings are expressed using three digits. Stating "zero nine zero" clearly identifies a heading of 090 degrees and reduces the possibility of numerical misunderstanding.

Q6: INABILITY TO COMPLY: When a pilot cannot safely comply with an ATC instruction, the limitation should be communicated clearly. Informing ATC and requesting an alternative instruction allows the controller to reassess the situation.

Q7: SPEECH CLARITY: When radio communication is difficult to understand because of excessive speaking speed, the pilot should request slower speech. Clear comprehension is more important than attempting to interpret an uncertain message.

Q8: PLAIN LANGUAGE COMMUNICATION: Standard phraseology should be used whenever applicable. When no suitable phrase exists, clear and concise plain English allows the pilot to communicate essential information without unnecessary complexity.

Q9: STRUCTURED RADIO COMMUNICATION: An effective initial radio call identifies the receiving station and the transmitting aircraft, followed by relevant information and the purpose of the communication. A structured message improves clarity and helps the receiving station respond appropriately.

Q10: ACCURATE READBACK: A readback verifies that important information has been received correctly. When specifically requested by ATC, the pilot should repeat the relevant instruction accurately rather than provide a general acknowledgment.

FIA PILOT® ALPD EXAM PRACTICE 2027
SECTION 4 : MISCOMMUNICATION (5 QUESTIONS)

Q1. During a radio transmission, a pilot accidentally reports an altitude of 3,500 feet instead of the actual altitude of 2,500 feet. Which response correctly communicates the correction?
A) "C-FABC, three thousand five hundred feet, approximately."
B) "C-FABC, altitude incorrect, please disregard."
C) "C-FABC, three thousand five hundred, correction, two thousand five hundred feet."
D) "C-FABC, altitude two thousand five hundred, maybe."

Q2. Ground Control instructs: "C-FABC, hold short runway 16." The pilot incorrectly responds: "Proceeding across runway 16." Which corrected response is most appropriate?
A) "Holding short runway one six, C-FABC."
B) "Crossing runway one six, C-FABC."
C) "Roger, continuing taxi."
D) "C-FABC, entering runway one six."

Q3. ATC reports nearby traffic and asks the pilot to advise when it is in sight. The pilot incorrectly responds "Traffic in sight" despite being unable to see the aircraft. Which statement correctly communicates the actual situation?
A) "C-FABC, traffic confirmed."
B) "C-FABC, maintaining visual separation."
C) "C-FABC, traffic information received."
D) "C-FABC, correction, traffic not in sight."

Q4. A pilot receives the ATC instruction "Line up and wait runway 09" but incorrectly reads it back as "Cleared for takeoff runway 09." Which corrected response accurately reflects the instruction received?
A) "C-FABC, departing runway zero nine immediately."
B) "Line up and wait runway zero nine, C-FABC."
C) "Cleared to enter and depart runway zero nine, C-FABC."
D) "C-FABC, runway zero nine, takeoff approved."

Q5. During flight, ATC issues a new altitude instruction, but radio interference prevents the pilot from hearing the assigned altitude clearly. The pilot initially prepares to acknowledge the message without confirming the altitude. Which response would correctly resolve the communication problem?
A) "Roger, maintaining the last assigned altitude."
B) "C-FABC, climbing to the expected altitude."
C) "Say again assigned altitude, C-FABC."
D) "Wilco, altitude understood."

ANSWER KEY

SECTION 4 : MISCOMMUNICATION (5 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: C

ANSWER EXPLANATIONS

Q1: CORRECTION OF INCORRECT INFORMATION: The word "CORRECTION" is used to identify and correct an error during a radio transmission. The pilot should clearly state the accurate altitude to prevent misunderstanding and ensure that ATC receives the correct information.

Q2: HOLD-SHORT INSTRUCTION: The instruction "HOLD SHORT" requires the pilot to remain behind the specified runway holding position. The corrected response accurately acknowledges the restriction and prevents an incorrect interpretation of runway crossing authorization.

Q3: TRAFFIC IDENTIFICATION ERROR: A pilot must accurately report whether nearby traffic has been visually identified. Using "CORRECTION" followed by "TRAFFIC NOT IN SIGHT" corrects the previous statement and provides ATC with reliable information about the pilot's visual contact with other aircraft.

Q4: TAKEOFF CLEARANCE MISINTERPRETATION: The instruction "LINE UP AND WAIT" authorizes an aircraft to enter the specified runway and wait for further clearance. It does not authorize takeoff. The corrected readback clearly distinguishes runway positioning from departure authorization.

Q5: CLARIFICATION OF UNCLEAR INSTRUCTIONS: When an altitude instruction is not clearly received, the pilot should request repetition of the specific information rather than assume its meaning. The phrase "SAY AGAIN" allows the pilot to obtain the necessary clarification before acknowledging the instruction.

FIA PILOT® ALPD EXAM PRACTICE 2027

SECTION 5 : SITUATIONAL LOGIC (5 QUESTIONS)

Q1. A student pilot is approaching a controlled airport when ATC transmits:
"C-FABC, remain outside the control zone. Expect further instructions."
Based on this transmission, what should the pilot understand?
A) The aircraft has permission to enter the control zone immediately.
B) The pilot must remain outside the control zone and wait for further instructions.
C) The pilot should continue directly toward the runway without further communication.
D) The aircraft is cleared to land but must report its position first.

Q2. During a training flight, ATC instructs:
"C-FABC, report reaching three thousand feet."
The aircraft is currently climbing through 2,500 feet. When should the pilot make the requested report?
A) Immediately after receiving the instruction.
B) When the aircraft begins its descent.
C) Only after receiving another instruction from ATC.
D) When the aircraft reaches 3,000 feet.

Q3. An aircraft preparing for departure receives the following transmission:
"C-FABC, runway one six is unavailable due to maintenance. Expect runway two four for departure."
Which interpretation is correct?
A) Runway 16 is available, but runway 24 is preferred.
B) The aircraft has already received takeoff clearance for runway 24.
C) Runway 16 is unavailable, and runway 24 is the expected departure runway.
D) The pilot may select either runway without further instructions.

Q4. During flight, ATC provides the following traffic information:
"C-FABC, traffic two o'clock, three miles, opposite direction, five hundred feet above."
What does this information indicate?
A) Another aircraft is ahead and to the right, approximately three miles away and 500 feet above.
B) Another aircraft is directly behind, three miles away and 500 feet below.
C) Another aircraft is ahead and to the left, approximately five miles away.
D) Another aircraft is directly ahead at the same altitude.

Q5. A pilot has listened to airport information Charlie before contacting ATC. During the radio exchange, the controller advises:
"C-FABC, Information Delta is now current. Advise when you have Delta."
What should the pilot understand and do?
A) Continue using Information Charlie because it was previously received.
B) Confirm receipt of Information Delta immediately without listening to it.
C) Obtain the updated Information Delta and advise ATC after receiving it.
D) Request departure clearance without checking the updated information.

ANSWER KEY

SECTION 5 : SITUATIONAL LOGIC (5 QUESTIONS)

ANSWER KEY

Q1: B, Q2: D, Q3: C, Q4: A, Q5: C

ANSWER EXPLANATIONS

Q1: CONTROL ZONE RESTRICTION: The instruction requires the pilot to remain outside the designated control zone and await further instructions from ATC. The message does not authorize entry into the controlled area.

Q2: ALTITUDE REPORTING: The phrase "REPORT REACHING" instructs the pilot to provide a position or altitude report when the specified condition has been met. In this situation, the pilot should report upon reaching 3,000 feet rather than immediately after receiving the instruction.

Q3: RUNWAY AVAILABILITY: The controller informs the pilot that runway 16 is unavailable because of maintenance and that runway 24 is expected to be used for departure. The word "EXPECT" indicates an anticipated arrangement rather than an actual takeoff clearance.

Q4: TRAFFIC POSITION INTERPRETATION: Aviation traffic advisories commonly use clock positions to describe the relative direction of another aircraft. "TWO O'CLOCK" indicates a position ahead and to the right of the aircraft. The additional information identifies the traffic as three miles away, travelling in the opposite direction, and 500 feet above.

Q5: UPDATED ATIS INFORMATION: Automatic Terminal Information Service (ATIS) broadcasts provide operational and weather information identified by a phonetic code letter. When a newer ATIS message becomes current, the pilot should obtain the updated information and accurately advise ATC of the identifier received.

These practice questions are developed for educational purposes and are not official Transport Canada examination materials. For questions or further information regarding the examination, please contact us at admissions@fiapilot.com