FIA ADMISSION | WORLD STUDENT PILOT

FIA PILOT® ASIA ADMISSION 2027

GENERAL AVIATION 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® GENERAL AVIATION 2027
SECTION 1: AIR LAW (50 QUESTIONS)

Q1. Who has primary responsibility for the safe operation of an aircraft during a flight?
A) The airport operator
B) The pilot-in-command
C) The air traffic controller
D) The flight dispatcher

Q2. Which document provides evidence that an aircraft is registered in Canada?
A) The pilot's medical certificate
B) The aircraft's weight-and-balance report
C) The Certificate of Registration
D) The aircraft's radio log

Q3. Under Canadian Aviation Regulations, how is "Night" defined?
A) The period between the end of evening civil twilight and the beginning of morning civil twilight
B) The period between sunset and sunrise
C) The period from 30 minutes after sunset until 30 minutes before sunrise
D) The period between 1800 and 0600 local time

Q4. Which period is legally defined as "Day" for Canadian aviation purposes?
A) Sunrise until sunset only
B) 0600 to 1800 local time
C) One hour before sunrise until one hour after sunset
D) Beginning of morning civil twilight until the end of evening civil twilight

Q5. What is the defining characteristic of controlled airspace?
A) Only commercial aircraft may enter.
B) Air traffic control service is provided within defined dimensions.
C) All aircraft must operate under IFR.
D) Every aircraft receives continuous radar separation.

Q6. What is the minimum flight visibility for normal VFR flight in controlled Canadian airspace?
A) 3 statute miles
B) 1 statute mile
C) 2 statute miles
D) 5 statute miles

Q7. Which cloud-clearance combination applies to normal VFR operations in controlled airspace?
A) 1,000 feet vertically and 2,000 feet horizontally
B) 500 feet vertically and 2,000 feet horizontally
C) 500 feet vertically and 1 statute mile horizontally
D) Clear of cloud at all times without specified distances

Q8. During the day, a fixed-wing aeroplane is flying below 1,000 feet AGL in uncontrolled airspace. Without a special exemption, what minimum flight visibility applies?
A) ½ statute mile
B) 1 statute mile
C) 3 statute miles
D) 2 statute miles

Q9. During daytime VFR flight in uncontrolled airspace at 1,500 feet AGL, what minimum flight visibility normally applies?
A) 2 statute miles
B) 1 statute mile
C) 3 statute miles
D) 5 statute miles

Q10. In uncontrolled airspace at or above 1,000 feet AGL, which normal VFR cloud-clearance requirements apply?
A) 500 feet vertically and 2,000 feet horizontally
B) 500 feet vertically and 1 statute mile horizontally
C) 1,000 feet vertically and 1 statute mile horizontally
D) Clear of cloud, with no minimum distance specified

Q11. What must a VFR pilot normally obtain before entering Class C airspace in Canada?
A) Permission from the destination airport operator
B) A flight instructor's written authorization
C) An ATC clearance
D) An IFR flight plan

Q12. Which statement correctly describes VFR operation in Class E airspace?
A) It is prohibited.
B) It always requires a Special VFR clearance.
C) It requires a full instrument rating.
D) An ATC clearance is not normally required solely to operate VFR in Class E airspace.

Q13. What is required for a VFR aircraft to enter Canadian Class B airspace?
A) An appropriate ATC clearance
B) A commercial pilot licence
C) A minimum of 200 flight hours
D) An airline operating certificate

Q14. A chart identifies active Class F restricted airspace with the designation CYR. What is normally required before entering?
A) A filed VFR flight itinerary only
B) Permission from the responsible user agency
C) An operating landing light
D) A transponder transmitting code 1200

Q15. How should a VFR pilot normally treat active Class F advisory airspace?
A) Enter without reviewing its activity.
B) Treat it as an automatically designated emergency route.
C) Recognize the published hazards and avoid the active area when not participating.
D) Assume that aircraft operations are prohibited throughout the area at all times.

Q16. Which transponder code is internationally associated with a general emergency?
A) 7500
B) 7600
C) 1200
D) 7700

Q17. Which transponder code is associated with radio communication failure?
A) 7600
B) 7500
C) 7000
D) 7700

Q18. Unless ATC assigns another code, which transponder code is normally used by a VFR aircraft in Canadian airspace at or below 12,500 feet ASL?
A) 2000
B) 1200
C) 7500
D) 7700

Q19. Two similar powered aeroplanes are converging at approximately the same altitude. Which aircraft must normally give way?
A) The aircraft on the right
B) The aircraft flying more slowly
C) The aircraft that has the other aircraft on its right
D) The aircraft at the lower altitude

Q20. When two aircraft approach nearly head-on and a risk of collision exists, what does the Canadian right-of-way rule require?
A) Both turn left.
B) The faster aircraft climbs.
C) Both maintain their headings.
D) Both alter heading to the right.

Q21. Which aircraft normally has the right of way when one aircraft overtakes another?
A) The aircraft being overtaken
B) The overtaking aircraft
C) The aircraft with the higher airspeed
D) The aircraft flying at the higher altitude

Q22. Under normal converging-aircraft rules, a powered aeroplane and a glider approach each other at approximately the same altitude. Which has priority?
A) The powered aeroplane
B) The glider
C) The aircraft on the left regardless of category
D) The faster aircraft

Q23. Which aircraft normally has priority when a glider and a balloon converge at approximately the same altitude?
A) The glider
B) The aircraft maintaining altitude
C) The balloon
D) The aircraft flying faster

FIA PILOT® GENERAL AVIATION 2027
SECTION 1: AIR LAW (50 QUESTIONS)

Q24. An aircraft is taxiing while another aircraft is about to land. Which has the right of way?
A) The taxiing aircraft
B) The aircraft moving toward the terminal
C) Both equally
D) The aircraft landing or about to land

Q25. A pilot has the right of way but recognizes that a collision is imminent. Which principle applies?
A) The pilot must still take necessary collision-avoidance action.
B) The pilot must maintain course because the other aircraft is responsible.
C) The pilot should wait for ATC to intervene.
D) The pilot may take action only after receiving permission.

Q26. A pilot has a valid aviation medical certificate but develops an illness that may impair safe operation. What is required?
A) Fly only during daylight hours.
B) Refrain from exercising pilot privileges while medically unfit.
C) Fly only with a passenger.
D) Continue flying until the medical certificate expires.

Q27. For a day VFR flight in a conventional aeroplane, what is the minimum fuel reserve beyond the destination under CAR 602.88?
A) 15 minutes
B) 20 minutes
C) 30 minutes at normal cruising speed
D) 60 minutes

Q28. For a night VFR flight in a conventional aeroplane, what minimum reserve is required beyond the destination?
A) 20 minutes
B) 30 minutes
C) 60 minutes
D) 45 minutes at normal cruising speed

Q29. A domestic VFR flight is planned to travel more than 25 nautical miles from its departure aerodrome. Which filing arrangement is normally required?
A) A VFR flight plan or flight itinerary
B) Only an aircraft journey log entry
C) Only a destination weather report
D) No notification if the pilot remains below 3,000 feet

Q30. Where no specific search-and-rescue initiation time is specified, when must a VFR flight plan normally be closed?
A) Within two hours after actual landing
B) As soon as practicable, no later than one hour after the last reported ETA
C) No later than 24 hours after actual landing
D) At any time before the next flight

Q31. A VFR flight itinerary has no specified search-and-rescue initiation time. Which normal arrival-report deadline applies?
A) One hour after actual landing
B) Two hours after departure
C) As soon as practicable, no later than 24 hours after the last reported ETA
D) Three hours after sunset

Q32. A pilot changes the intended route recorded in a filed VFR flight plan. What should the pilot normally do?
A) Report the change only after landing.
B) Ignore the change if the destination remains the same.
C) Cancel all radio communications.
D) Notify the appropriate recipient as soon as practicable.

Q33. What must a pilot-in-command review before commencing a flight?
A) All available information appropriate to the intended flight
B) Only the destination's runway length
C) Only the aircraft registration documents
D) Only the departure aerodrome's weather

Q34. A pilot determines that the aircraft's operating limitations cannot be met for the proposed flight. Which decision is appropriate?
A) Proceed if ATC approves the flight plan.
B) Do not commence the operation under those conditions.
C) Depart only if no passengers are carried.
D) Proceed if the flight remains within 10 nautical miles.

Q35. ATC instructs an aircraft to "HOLD SHORT RUNWAY TWO FOUR." Which response best acknowledges the restriction?
A) "Roger, continuing taxi."
B) "Runway two four, crossing."
C) "Holding short runway two four," followed by the aircraft identification
D) "Ready for departure."

FIA PILOT® GENERAL AVIATION 2027
SECTION 1: AIR LAW (50 QUESTIONS)

Q36. What does an ATC instruction to "LINE UP AND WAIT" authorize?
A) An immediate takeoff
B) A runway crossing
C) A landing
D) Entering and lining up on the specified runway while awaiting further clearance

Q37. At a controlled aerodrome, ATC tells an approaching aircraft to "CONTINUE APPROACH." Which statement is correct?
A) It is not, by itself, a landing clearance.
B) It authorizes immediate landing.
C) It cancels all previous communication requirements.
D) It guarantees that the runway is clear.

Q38. A pilot is on final approach at a controlled aerodrome but has not received a landing clearance. What is required before landing?
A) Only a visual runway inspection
B) The required landing clearance
C) Approval from a nearby aircraft
D) A position report after touchdown

Q39. What is the primary function of an Emergency Locator Transmitter (ELT)?
A) To measure aircraft altitude
B) To provide weather forecasts
C) To assist search-and-rescue services in locating an aircraft
D) To provide automatic landing guidance

Q40. Which radiotelephony signal identifies a distress situation?
A) ROGER
B) WILCO
C) STANDBY
D) MAYDAY

Q41. Which signal identifies an urgency communication that does not meet the conditions for distress?
A) PAN PAN
B) MAYDAY
C) SEELONCE FEENEE
D) MONITOR

Q42. An altimeter is set to the appropriate local altimeter setting. What does it normally indicate when parked at a surveyed aerodrome?
A) Zero feet AGL
B) Approximately the aerodrome elevation above sea level
C) Density altitude
D) Height above the nearest cloud

Q43. Which pressure setting is used to obtain pressure altitude on an altimeter calibrated in inches of mercury?
A) 30.50 inHg
B) Local station temperature
C) 29.92 inHg
D) The lowest recorded pressure of the day

Q44. A wind direction indicator is aligned with the wind. What does its direction identify?
A) The direction in which aircraft must taxi
B) The heading of the active runway
C) The direction in which the wind is blowing toward
D) The direction from which the wind is blowing

Q45. ATC issues a taxi clearance that leads across another runway but does not clear the runway crossing. What is normally required?
A) A separate runway-crossing clearance
B) Only a visual check for other aircraft
C) A higher taxi speed
D) A position report after crossing

Q46. What is Class G airspace in the Canadian airspace classification system?
A) Airspace reserved exclusively for military operations
B) Uncontrolled airspace
C) Airspace where VFR is prohibited
D) Airspace that always provides radar separation

Q47. Which activity is generally outside the privileges of a Private Pilot Licence without another applicable authorization?
A) Personal recreational flying within licence privileges
B) Carrying passengers subject to applicable requirements
C) Acting as pilot-in-command of a commercial airline flight solely on the basis of a PPL
D) Conducting a private cross-country flight

FIA PILOT® GENERAL AVIATION 2027
SECTION 1: AIR LAW (50 QUESTIONS)

Q48. Before departure, a pilot discovers that an item of required aircraft equipment is unserviceable. Which statement is correct?
A) Flight is always permitted below 3,000 feet.
B) Flight is permitted when the destination is nearby.
C) Flight is permitted whenever the weather is clear.
D) The pilot must establish that the aircraft remains legally and safely airworthy for the intended operation.

Q49. What is the primary purpose of a NOTAM?
A) To communicate time-sensitive aeronautical information relevant to flight operations
B) To replace the aircraft flight manual
C) To certify a pilot's medical fitness
D) To establish aircraft fuel capacity

Q50. In Canadian Southern Domestic Airspace, which reference normally determines the VFR cruising altitude selection above 3,000 feet AGL during level cruising flight?
A) True heading
B) Magnetic track
C) Wind speed alone
D) Compass deviation alone

ANSWER KEY

SECTION 1: AIR LAW (50 QUESTIONS)

ANSWER KEY

Q1: B, Q2: C, Q3: A, Q4: D, Q5: B, Q6: A, Q7: C, Q8: D, Q9: B, Q10: A, Q11: C, Q12: D, Q13: A, Q14: B, Q15: C, Q16: D, Q17: A, Q18: B, Q19: C, Q20: D, Q21: A, Q22: B, Q23: C, Q24: D, Q25: A, Q26: B, Q27: C, Q28: D, Q29: A, Q30: B, Q31: C, Q32: D, Q33: A, Q34: B, Q35: C, Q36: D, Q37: A, Q38: B, Q39: C, Q40: D, Q41: A, Q42: B, Q43: C, Q44: D, Q45: A, Q46: B, Q47: C, Q48: D, Q49: A, Q50: B

ANSWER EXPLANATIONS

Q1: PILOT-IN-COMMAND: The PIC has primary responsibility for the safe conduct of the flight, even when receiving ATC services.
Q2: AIRCRAFT REGISTRATION: The Certificate of Registration identifies the aircraft's registered status and is a required aircraft document.
Q3: DEFINITION OF NIGHT: Canadian regulations define night using civil twilight rather than sunset and sunrise alone.
Q4: DEFINITION OF DAY: Day extends from the beginning of morning civil twilight to the end of evening civil twilight.
Q5: CONTROLLED AIRSPACE: Controlled airspace is defined by dimensions within which an ATC service is provided.
Q6: CONTROLLED VFR VISIBILITY: Normal VFR flight in controlled airspace requires at least three statute miles of flight visibility.
Q7: CONTROLLED VFR CLOUD CLEARANCE: The standard requirement is 500 feet vertically and one statute mile horizontally from cloud.
Q8: LOW-LEVEL UNCONTROLLED VFR: A conventional aeroplane operating below 1,000 feet AGL during the day normally requires two statute miles of visibility.
Q9: UNCONTROLLED VFR VISIBILITY: At or above 1,000 feet AGL, the daytime VFR minimum in uncontrolled airspace is one statute mile.
Q10: UNCONTROLLED CLOUD CLEARANCE: At or above 1,000 feet AGL, VFR aircraft must normally maintain 500 feet vertically and 2,000 feet horizontally from cloud.
Q11: CLASS C ENTRY: VFR entry into Class C airspace normally requires an ATC clearance before crossing the boundary.
Q12: CLASS E AIRSPACE: Class E is controlled airspace, but ordinary VFR flight does not normally require a specific ATC entry clearance.
Q13: CLASS B AIRSPACE: VFR flight in Class B airspace requires the appropriate ATC authorization and compliance with applicable requirements.
Q14: RESTRICTED AIRSPACE: Active CYR airspace requires the appropriate permission from its responsible user agency.
Q15: ADVISORY AIRSPACE: Active advisory areas may contain hazardous activities and should be considered carefully during VFR route planning.
Q16: EMERGENCY TRANSPONDER CODE: Code 7700 is associated with a general emergency.
Q17: COMMUNICATION FAILURE: Code 7600 indicates radio communication failure.
Q18: STANDARD VFR CODE: Code 1200 is the normal Canadian VFR transponder code at or below 12,500 feet ASL unless another code applies.
Q19: CONVERGING TRAFFIC: For similar aircraft at approximately the same altitude, the aircraft with the other on its right must give way.
Q20: HEAD-ON AIRCRAFT: Both aircraft alter heading to the right when approaching head-on with a collision risk.
Q21: OVERTAKING: The aircraft being overtaken retains priority; the overtaking aircraft must remain clear.
Q22: GLIDER PRIORITY: A powered aeroplane normally gives way to a glider under the applicable converging rules.
Q23: BALLOON PRIORITY: A glider must give way to a balloon in the relevant converging situation.
Q24: LANDING PRIORITY: Aircraft manoeuvring on the ground give way to aircraft landing or about to land.
Q25: COLLISION PREVENTION: Right-of-way priority never removes the responsibility to avoid an actual collision.
Q26: MEDICAL FITNESS: A valid certificate does not permit a pilot to fly while a condition may impair safe operation.
Q27: DAY VFR FUEL: The normal aeroplane requirement includes fuel to reach the destination plus 30 minutes at normal cruising speed, with foreseeable conditions also considered.
Q28: NIGHT VFR FUEL: The corresponding minimum night VFR reserve for an aeroplane is 45 minutes.
Q29: CROSS-COUNTRY FILING: Flights extending more than 25 nautical miles from departure generally require a VFR flight plan or flight itinerary.
Q30: FLIGHT PLAN ARRIVAL REPORT: Without a specified SAR initiation time, the reporting deadline is measured from the last reported ETA.
Q31: FLIGHT ITINERARY ARRIVAL: The normal 24-hour limit is also measured from the last reported ETA, with reporting required as soon as practicable.
Q32: FLIGHT PLAN CHANGES: Relevant changes to the intended route or flight details must be reported promptly to the appropriate recipient.
Q33: PRE-FLIGHT INFORMATION: The PIC must review information appropriate to the intended flight, including weather, airspace and operational limitations.
Q34: OPERATING LIMITATIONS: A flight must not commence when applicable limitations or safety requirements cannot be met.
Q35: HOLD-SHORT READBACK: Repeating the runway restriction ensures the pilot and ATC have correctly understood the limitation.
Q36: LINE UP AND WAIT: This instruction is not a takeoff clearance.
Q37: CONTINUE APPROACH: Permission to continue approaching does not independently authorize landing.
Q38: LANDING CLEARANCE: Landing at a controlled aerodrome normally requires the appropriate ATC landing clearance.
Q39: ELT: An ELT provides a locating signal to assist search and rescue operations.
Q40: MAYDAY: MAYDAY is the internationally recognized distress radiotelephony signal.
Q41: PAN PAN: PAN PAN identifies urgency communications that do not meet the distress criteria.
Q42: ALTIMETER SETTING: With the appropriate setting, an altimeter on the ground normally indicates approximately the aerodrome elevation ASL.
Q43: PRESSURE ALTITUDE: Setting 29.92 inHg establishes the standard pressure reference used to indicate pressure altitude.
Q44: WIND DIRECTION: Wind direction is reported as the direction from which the wind originates.
Q45: RUNWAY CROSSING: A taxi clearance does not automatically authorize crossing an intervening runway.

ANSWER KEY

SECTION 1: AIR LAW (50 QUESTIONS)

ANSWER EXPLANATIONS

Q45: RUNWAY CROSSING: A taxi clearance does not automatically authorize crossing an intervening runway.
Q46: CLASS G: Class G is uncontrolled airspace, although other aviation regulations still apply.
Q47: PRIVATE PILOT PRIVILEGES: A PPL alone does not authorize commercial airline operations.
Q48: REQUIRED EQUIPMENT: Aircraft dispatch must comply with applicable equipment, airworthiness and operational requirements.
Q49: NOTAM: A NOTAM provides information about temporary or time-sensitive conditions that may affect aviation operations.
Q50: VFR CRUISING ALTITUDE: Magnetic track is the applicable reference in Southern Domestic Airspace for normal VFR cruising altitude selection.

FIA PILOT® GENERAL AVIATION 2027
SECTION 2: NAVIGATION (50 QUESTIONS)

Q1. What does latitude measure?
A) Angular distance east or west of Greenwich
B) Aircraft heading relative to magnetic north
C) Angular distance north or south of the Equator
D) Distance between two aerodromes in kilometres

Q2. What does longitude measure?
A) Angular distance east or west of the Prime Meridian
B) Distance north or south of the Equator
C) Aircraft displacement caused by wind
D) The difference between true and magnetic north

Q3. Approximately how many nautical miles correspond to one degree of latitude?
A) 30 NM
B) 45 NM
C) 90 NM
D) 60 NM

Q4. One minute of latitude represents approximately what distance?
A) 1 kilometre
B) 1 nautical mile
C) 1 statute mile
D) 10 nautical miles

Q5. What is magnetic variation?
A) The error introduced by electrical equipment inside the aircraft
B) The difference between indicated and true airspeed
C) The angular difference between true north and magnetic north
D) The difference between aircraft heading and track

Q6. What is compass deviation?
A) Magnetic compass error caused by magnetic influences within the aircraft
B) The angular distance between geographic north and the Equator
C) The correction for crosswind drift
D) The variation in wind direction between altitudes

Q7. A pilot has a true course of 090° and local magnetic variation of 10°E. What is the magnetic course?
A) 100°
B) 090°
C) 070°
D) 080°

Q8. A true course is 180°, and magnetic variation is 15°W. What is the magnetic course?
A) 165°
B) 195°
C) 180°
D) 205°

Q9. An aircraft's magnetic heading is 120°, with compass deviation of 5°E. What is the compass heading?
A) 125°
B) 130°
C) 115°
D) 120°

Q10. An aircraft's magnetic heading is 270°, with compass deviation of 4°W. What is the compass heading?
A) 274°
B) 266°
C) 270°
D) 280°

Q11. Which statement correctly distinguishes aircraft heading from ground track?
A) Both always indicate the aircraft's direction over the ground.
B) Heading measures groundspeed, while track measures airspeed.
C) Track is always the same as the runway heading.
D) Heading is the direction the aircraft points; track is its path over the ground.

Q12. What is groundspeed?
A) Airspeed measured by the pitot-static system
B) The speed at which an aircraft moves over the Earth's surface
C) The difference between calibrated and indicated airspeed
D) Aircraft speed relative to the surrounding air mass

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FIA PILOT® GENERAL AVIATION 2027
SECTION 2: NAVIGATION (50 QUESTIONS)

Q13. An aircraft has a true airspeed of 100 knots and a direct tailwind component of 15 knots. What is its groundspeed?
A) 85 knots
B) 100 knots
C) 115 knots
D) 125 knots

Q14. An aircraft flies at 110 knots true airspeed against a direct headwind of 20 knots. What is its groundspeed?
A) 90 knots
B) 110 knots
C) 120 knots
D) 130 knots

Q15. A destination is 150 nautical miles away, and groundspeed is 100 knots. What is the estimated flight time, excluding additional delays?
A) 60 minutes
B) 75 minutes
C) 120 minutes
D) 90 minutes

Q16. An aircraft travels 120 nautical miles at a constant groundspeed of 80 knots. What is the estimated elapsed time?
A) 60 minutes
B) 90 minutes
C) 100 minutes
D) 120 minutes

Q17. An aircraft consumes 8 US gallons per hour. How much fuel is consumed during 2.5 hours of flight at that rate?
A) 16 US gallons
B) 18 US gallons
C) 20 US gallons
D) 24 US gallons

Q18. During a flight-planning exercise, an aircraft's fuel consumption is 9 US gallons per hour for three hours. What is the estimated fuel consumption, excluding reserves and additional fuel requirements?
A) 27 US gallons
B) 18 US gallons
C) 24 US gallons
D) 30 US gallons

Q19. On a chart with a scale of 1:500,000, what ground distance does 1 centimetre represent?
A) 500 metres
B) 1 kilometre
C) 10 kilometres
D) 5 kilometres

Q20. What is the standard scale of a Canadian VFR Navigation Chart (VNC)?
A) 1:50,000
B) 1:500,000
C) 1:1,000,000
D) 1:2,000,000

Q21. What scale is typically used for Canadian VFR Terminal Area Charts (VTA)?
A) 1:1,000,000
B) 1:500,000
C) 1:250,000
D) 1:2,000,000

Q22. Which type of route represents the shortest distance between two points on the surface of a sphere?
A) Great-circle route
B) Rhumb-line route
C) Magnetic isogonal route
D) Compass deviation line

Q23. What is a distinguishing characteristic of a rhumb line?
A) It always follows the Equator.
B) It always represents the shortest spherical distance.
C) It maintains a constant magnetic variation.
D) It crosses meridians at a constant angle.

FIA PILOT® GENERAL AVIATION 2027
SECTION 2: NAVIGATION (50 QUESTIONS)

Q24. What does an isogonal line connect on an aeronautical chart?
A) Points of equal elevation
B) Points of equal magnetic variation
C) Points of equal atmospheric pressure
D) Points of equal groundspeed

Q25. What is an agonic line?
A) A line of constant latitude
B) A line connecting identical elevation contours
C) A line of zero magnetic variation
D) A line indicating zero wind speed

Q26. What does wind drift describe in flight navigation?
A) The displacement of the aircraft's ground track relative to its heading caused by wind
B) The difference between magnetic north and true north
C) The distance travelled during a descent
D) The change in engine power caused by altitude

Q27. An aircraft is intended to track directly north, but a wind from the west tends to move it eastward. What general wind-correction principle applies?
A) Use an easterly heading correction.
B) Increase airspeed until wind drift disappears.
C) Ignore the wind because track remains unchanged.
D) Apply a heading correction toward the west.

Q28. A pilot intends to maintain a track of 090°T but calculates a 10° left wind correction angle. What heading should be used?
A) 100°T
B) 080°T
C) 090°T
D) 070°T

Q29. A flight requires a magnetic track of 180°, and a calculated wind correction of 8° to the right. What magnetic heading is required?
A) 172°
B) 180°
C) 188°
D) 198°

Q30. What is the reciprocal of a magnetic track of 250°?
A) 070°
B) 160°
C) 250°
D) 340°

Q31. An aircraft covers 20 nautical miles in 15 minutes. What is its average groundspeed?
A) 60 knots
B) 70 knots
C) 90 knots
D) 80 knots

Q32. An aircraft travels 30 nautical miles in 20 minutes. What is its average groundspeed?
A) 80 knots
B) 90 knots
C) 100 knots
D) 120 knots

Q33. At a groundspeed of 90 knots, approximately how far does an aircraft travel in 10 minutes?
A) 10 NM
B) 12 NM
C) 15 NM
D) 20 NM

Q34. What distance does an aircraft travel in 25 minutes at a constant groundspeed of 120 knots?
A) 50 NM
B) 40 NM
C) 45 NM
D) 60 NM

FIA PILOT® GENERAL AVIATION 2027
SECTION 2: NAVIGATION (50 QUESTIONS)

Q35. What is the time required to fly 60 nautical miles at a groundspeed of 120 knots?
A) 20 minutes
B) 45 minutes
C) 60 minutes
D) 30 minutes

Q36. What is the primary source of position information used by a GNSS receiver?
A) Magnetic field sensors
B) Radio signals from navigation satellites
C) Air traffic control radar alone
D) Atmospheric pressure measurements

Q37. Which limitation should a pilot recognize when using GNSS navigation?
A) GNSS requires visual contact with every satellite.
B) GNSS position cannot be affected by interference.
C) Satellite reception, integrity and database accuracy may affect navigation reliability.
D) GNSS always provides an approved instrument approach capability.

Q38. What is the purpose of Receiver Autonomous Integrity Monitoring (RAIM) in a suitable GNSS receiver?
A) To assess the integrity of satellite navigation information
B) To measure aircraft engine performance
C) To automatically control aircraft altitude
D) To transmit the aircraft registration to ATC

Q39. What does a VOR radial represent?
A) A line extending from the station along a true bearing
B) A compass heading selected by the pilot
C) A distance from the station in nautical miles
D) A magnetic bearing extending outward from the VOR station

Q40. What is the principal function of a VOR?
A) To measure outside air temperature
B) To provide directional radio navigation information
C) To calculate aircraft loading
D) To transmit weather radar imagery

Q41. What is a principal characteristic of VHF navigation and communication signals?
A) They follow the curvature of the Earth without limitation.
B) They are completely unaffected by terrain.
C) They are largely line-of-sight signals.
D) They require satellite relays for all operations.

Q42. Which navigation equipment is associated with a Non-Directional Beacon (NDB)?
A) Automatic Direction Finder (ADF)
B) Distance Measuring Equipment (DME) only
C) Traffic Collision Avoidance System (TCAS)
D) Electronic Flight Instrument System (EFIS) exclusively

Q43. What information does a Mode C transponder normally provide in addition to its identification code?
A) Fuel quantity
B) Wind direction
C) Engine revolutions per minute
D) Encoded pressure altitude

Q44. What type of information can a properly functioning ADS-B Out system broadcast?
A) Only aircraft engine temperature
B) Aircraft identity and surveillance-related position information
C) Only the pilot's medical certificate status
D) Only the current aerodrome weather

Q45. An aeronautical chart shows an obstacle elevation of 2,400 feet ASL. What does that value identify?
A) The obstacle's height above the nearest aircraft
B) The required cruising altitude
C) The elevation of the obstacle's top relative to mean sea level
D) The obstacle's distance from the departure aerodrome

Q46. What does AGL mean?
A) Above Ground Level
B) Above Geographic Longitude
C) Aircraft Ground Location
D) Aerodrome Guidance Limit

FIA PILOT® GENERAL AVIATION 2027
SECTION 2: NAVIGATION (50 QUESTIONS)

Q47. Which Canadian publication normally provides detailed aerodrome data, including runway information and published communication frequencies?
A) Aircraft journey log
B) Aircraft maintenance manual
C) Pilot medical handbook
D) Canada Flight Supplement (CFS)

Q48. What should a pilot review for time-sensitive changes affecting a planned route or aerodrome?
A) Only the aircraft manufacturer's brochure
B) Applicable NOTAMs
C) The aircraft registration document alone
D) The previous year's flight log

Q49. A pilot uses an Electronic Flight Bag (EFB) as the primary navigation reference. Which consideration is important?
A) The device cannot fail if fully charged before departure.
B) Electronic charts eliminate the need for route awareness.
C) Power availability, chart currency and suitable backup arrangements
D) GNSS accuracy guarantees that airspace boundaries are never crossed

Q50. During a VFR flight, the pilot becomes uncertain of the aircraft's exact position. Which general principle is most appropriate?
A) Maintain safe aircraft control, verify available navigation information and request assistance when needed.
B) Assume the aircraft is on its planned track and ignore conflicting information.
C) Depend exclusively on the previous estimated position.
D) Continue toward the destination without reassessing the route.

ANSWER KEY

SECTION 2: NAVIGATION (50 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: C, Q6: A, Q7: D, Q8: B, Q9: C, Q10: A, Q11: D, Q12: B, Q13: C, Q14: A, Q15: D, Q16: B, Q17: C, Q18: A, Q19: D, Q20: B, Q21: C, Q22: A, Q23: D, Q24: B, Q25: C, Q26: A, Q27: D, Q28: B, Q29: C, Q30: A, Q31: D, Q32: B, Q33: C, Q34: A, Q35: D, Q36: B, Q37: C, Q38: A, Q39: D, Q40: B, Q41: C, Q42: A, Q43: D, Q44: B, Q45: C, Q46: A, Q47: D, Q48: B, Q49: C, Q50: A

ANSWER EXPLANATIONS

Q1: LATITUDE: Latitude identifies angular position north or south of the Equator.
Q2: LONGITUDE: Longitude identifies angular position east or west of the Prime Meridian.
Q3: LATITUDE AND DISTANCE: One degree of latitude corresponds to approximately 60 nautical miles.
Q4: NAUTICAL MILE: One minute of latitude is approximately one nautical mile.
Q5: MAGNETIC VARIATION: Variation is the angular difference between true north and magnetic north at a particular location.
Q6: COMPASS DEVIATION: Deviation is a compass error caused by magnetic influences within the aircraft.
Q7: EAST VARIATION: Subtracting 10° easterly variation from 090°T gives 080°M.
Q8: WEST VARIATION: Adding 15° westerly variation to 180°T gives 195°M.
Q9: EAST DEVIATION: Subtracting 5° easterly deviation from 120°M gives 115° compass.
Q10: WEST DEVIATION: Adding 4° westerly deviation to 270°M gives 274° compass.
Q11: HEADING AND TRACK: Heading identifies aircraft orientation; track identifies the actual direction travelled over the ground.
Q12: GROUNDSPEED: Groundspeed is the aircraft's speed relative to the Earth's surface.
Q13: TAILWIND: A direct 15-knot tailwind increases groundspeed from 100 to 115 knots.
Q14: HEADWIND: A direct 20-knot headwind reduces groundspeed from 110 to 90 knots.
Q15: FLIGHT TIME: 150 NM divided by 100 knots gives 1.5 hours, or 90 minutes.
Q16: ELAPSED TIME: 120 NM divided by 80 knots gives 1.5 hours, or 90 minutes.
Q17: FUEL CONSUMPTION: 8 gallons per hour multiplied by 2.5 hours equals 20 gallons.
Q18: FUEL CALCULATION: 9 gallons per hour multiplied by three hours equals 27 gallons.
Q19: CHART SCALE: At 1:500,000, one centimetre represents 500,000 centimetres, or five kilometres.
Q20: VNC SCALE: Canadian VFR Navigation Charts normally use a scale of 1:500,000.
Q21: VTA SCALE: Canadian VFR Terminal Area Charts typically use the larger-scale 1:250,000 representation.
Q22: GREAT CIRCLE: A great-circle arc is the shortest route between two points on a spherical surface.
Q23: RHUMB LINE: A rhumb line maintains a constant angle relative to meridians.
Q24: ISOGONAL LINE: Isogonic lines connect locations with equal magnetic variation.
Q25: AGONIC LINE: An agonic line connects locations where magnetic variation is zero.
Q26: DRIFT: Wind can cause an aircraft's ground track to differ from its heading.
Q27: WIND CORRECTION: A west wind pushes the aircraft east, requiring an appropriate heading correction into the wind.
Q28: LEFT CORRECTION: A 10° left correction from 090°T results in 080°T.
Q29: RIGHT CORRECTION: Adding an 8° right correction to 180° gives 188°.
Q30: RECIPROCAL TRACK: Subtracting 180° from 250° gives 070°.
Q31: GROUNDSPEED: Twenty nautical miles in one-quarter hour equals 80 knots.
Q32: GROUNDSPEED: Thirty nautical miles in one-third hour equals 90 knots.
Q33: DISTANCE: Ten minutes at 90 knots covers 15 nautical miles.
Q34: DISTANCE: Twenty-five minutes at 120 knots covers 50 nautical miles.
Q35: TIME: Sixty nautical miles at 120 knots requires 30 minutes.
Q36: GNSS: GNSS receivers determine position using signals transmitted by navigation satellites.
Q37: GNSS LIMITATIONS: Signal interference, satellite geometry and database errors can reduce reliability.
Q38: RAIM: RAIM is a receiver-based function used to monitor satellite navigation integrity.
Q39: VOR RADIAL: A VOR radial is a magnetic bearing extending outward from the station.
Q40: VOR FUNCTION: VOR provides direction information for radio navigation.
Q41: VHF PROPAGATION: VHF reception is substantially line-of-sight and may be limited by terrain and antenna height.
Q42: NDB AND ADF: An ADF can indicate the relative direction of a received NDB signal.
Q43: MODE C: Mode C transmits encoded pressure-altitude information.
Q44: ADS-B OUT: ADS-B Out broadcasts surveillance information such as position and aircraft identification.
Q45: OBSTACLE ELEVATION: An obstacle elevation expressed ASL refers to mean sea level, not height above surrounding terrain.
Q46: AGL: AGL is vertical height referenced to the ground below.
Q47: CFS: The CFS provides operational aerodrome information relevant to flight planning.
Q48: NOTAM: NOTAMs communicate temporary changes, restrictions and hazards.
Q49: EFB RELIABILITY: Electronic navigation devices require current information, adequate power and contingency arrangements.
Q50: POSITION UNCERTAINTY: Navigation uncertainty requires safe aircraft control, cross-checking and timely assistance rather than relying on assumptions.

FIA PILOT® GENERAL AVIATION 2027
PART 3: METEOROLOGY (50 QUESTIONS)

Q1. What is the standard sea-level temperature in the International Standard Atmosphere (ISA)?
A) 0°C
B) 10°C
C) 15°C
D) 20°C

Q2. What is the standard atmospheric pressure at mean sea level?
A) 1013.25 hPa
B) 1000 hPa
C) 980 hPa
D) 1050 hPa

Q3. What is the approximate standard temperature lapse rate in the lower atmosphere?
A) 1°C per 1,000 feet
B) 3°C per 1,000 feet
C) 5°C per 1,000 feet
D) 2°C per 1,000 feet

Q4. What normally happens to atmospheric pressure as altitude increases?
A) It remains constant.
B) It decreases.
C) It increases.
D) It changes only when wind is present.

Q5. An aircraft flies from an area of high pressure toward an area of low pressure without updating its altimeter setting. What is the general altimeter error?
A) The aircraft is higher than indicated.
B) No altitude error occurs.
C) The aircraft is lower than indicated.
D) The altimeter indicates density altitude.

Q6. In temperatures colder than standard, how does true altitude generally compare with indicated altitude when using an appropriate altimeter setting?
A) True altitude is lower than indicated altitude.
B) True altitude is always higher.
C) Both altitudes are necessarily equal.
D) Temperature does not affect altitude indications.

Q7. Which condition generally produces higher density altitude?
A) Lower temperature and higher pressure
B) Lower temperature and lower humidity
C) Higher pressure and lower temperature
D) Higher temperature and lower pressure

Q8. What does a pressure altitude calculation use as its standard reference?
A) Local wind direction
B) Standard sea-level pressure
C) Ground temperature only
D) Runway slope

Q9. What do isobars on a weather chart connect?
A) Points with equal temperature
B) Points with equal elevation
C) Points with equal atmospheric pressure
D) Points with equal humidity

Q10. Closely spaced isobars on a surface weather chart generally indicate what?
A) A strong pressure gradient and potentially stronger winds
B) Light winds under all conditions
C) No atmospheric movement
D) A temperature inversion at the surface

Q11. In the Northern Hemisphere, the Coriolis effect deflects large-scale moving air in which direction?
A) Toward the Equator
B) To the left
C) Directly upward
D) To the right

FIA PILOT® GENERAL AVIATION 2027
PART 3: METEOROLOGY (50 QUESTIONS)

Q12. Compared with winds above the friction layer, winds close to the Earth's surface are generally affected by what?
A) Increased satellite interference
B) Surface friction that reduces speed and alters direction
C) Reduced atmospheric density only
D) Changes in magnetic variation

Q13. During a typical sunny day, a sea breeze generally blows in which direction?
A) From land toward the sea
B) Parallel to the coastline only
C) From the sea toward the warmer land
D) From higher mountains toward lower terrain

Q14. A land breeze typically occurs when which condition exists?
A) Land cools more rapidly than nearby water, producing airflow toward the water.
B) Land heats more rapidly than nearby water.
C) Warm ocean water freezes during the day.
D) Winds are forced upward along mountain slopes.

Q15. What is a katabatic wind?
A) A wind caused by an approaching warm front
B) A wind circulating around a thunderstorm
C) A breeze moving from the sea toward land
D) A downslope flow of relatively cool, dense air

Q16. What is an anabatic wind?
A) A sudden wind reversal caused by a tornado
B) An upslope wind associated with daytime surface heating
C) A wind blowing only above the tropopause
D) A wind associated exclusively with jet streams

Q17. What is a temperature inversion?
A) A layer where pressure increases with height
B) A layer where humidity becomes zero
C) A layer where air temperature increases with height
D) A layer where wind speed is constant

Q18. Which atmospheric condition is typically associated with relatively stable air?
A) Layered clouds and generally smoother airflow
B) Strong convective updrafts and towering clouds
C) Rapid vertical mixing and vigorous thermals
D) Widespread dust devils

Q19. Which cloud development is commonly associated with unstable air?
A) Uniform stratus only
B) Thin cirrostratus only
C) Shallow ground fog only
D) Growing cumulus clouds

Q20. What is convection in meteorology?
A) Heat transfer exclusively by radiation
B) Vertical movement of air associated with temperature and density differences
C) The movement of magnetic north
D) Horizontal movement of ocean currents

Q21. What is dewpoint?
A) The highest temperature recorded during the day
B) The temperature at which water freezes in all atmospheric conditions
C) The temperature to which air must be cooled to reach saturation, assuming pressure and water-vapour content remain constant
D) The temperature of the aircraft windshield

Q22. What does a small temperature–dewpoint spread generally indicate?
A) Air is relatively close to saturation.
B) Air contains no water vapour.
C) Wind shear is impossible.
D) Atmospheric pressure must be rising.

Q23. What does relative humidity express?
A) The mass of dry air relative to air pressure
B) The proportion of oxygen in the atmosphere
C) The rate of evaporation from a runway
D) The actual water-vapour content relative to saturation at the same temperature and pressure

FIA PILOT® GENERAL AVIATION 2027
PART 3: METEOROLOGY (50 QUESTIONS)

Q24. Under which conditions is radiation fog most likely to form?
A) Strong winds during the afternoon
B) A clear, relatively calm night with cooling ground
C) Rapid daytime surface heating
D) Strong high-altitude winds without surface cooling

Q25. What is a common cause of advection fog?
A) Strong rising air near a mountain summit
B) Lightning heating moist air
C) Warm, moist air moving over a colder surface
D) Cold, dry air moving over a warmer surface with no moisture

Q26. Which process can lead to upslope fog formation?
A) Moist air cooling as it rises along terrain
B) Dry air heating as it descends
C) Air warming under compression near sea level
D) Air moving horizontally without temperature change

Q27. Which cloud type is most commonly associated with widespread, continuous precipitation?
A) Fair-weather cumulus
B) Cirrocumulus
C) Altocumulus
D) Nimbostratus

Q28. Which cloud type is most strongly associated with thunderstorms?
A) Cirrus
B) Cumulonimbus
C) Stratus
D) Altostratus

Q29. What weather pattern is commonly associated with an approaching warm front?
A) Only isolated fair-weather cumulus
B) Sudden severe cooling without cloud formation
C) Widespread layered cloud and prolonged precipitation
D) Guaranteed clear skies

Q30. What weather may accompany an active cold front?
A) Showers, cumulonimbus development and abrupt weather changes
B) Permanent surface temperature inversion
C) Complete absence of turbulence
D) Continuous clear skies across the frontal boundary

Q31. How does an occluded front generally form?
A) A stationary front dissolves without air movement.
B) A warm front accelerates away from a cold front.
C) Two identical warm air masses converge.
D) A cold front catches up with a warm front.

Q32. Which characteristics typically describe a continental polar air mass?
A) Warm and humid
B) Cold and relatively dry
C) Warm and tropical
D) Saturated and always unstable

Q33. What is a general characteristic of maritime air masses?
A) Extremely low water-vapour content
B) Complete absence of cloud formation
C) Relatively high moisture content
D) No effect on local weather

Q34. Why is freezing rain a serious aircraft icing hazard?
A) Supercooled liquid droplets can freeze on contact with aircraft surfaces.
B) It contains no liquid water.
C) It occurs only above the tropopause.
D) It automatically melts any ice on an aircraft.

Q35. Which description best characterizes rime ice?
A) A layer of liquid fuel condensation
B) Transparent ice formed only by melting snow
C) Frozen precipitation found exclusively on runways
D) Rough, often opaque ice produced by relatively rapid freezing of supercooled droplets

FIA PILOT® GENERAL AVIATION 2027
PART 3: METEOROLOGY (50 QUESTIONS)

Q36. What is a characteristic of clear ice accretion?
A) It is always harmless to aircraft performance.
B) It can form a dense, relatively smooth or glazed ice deposit.
C) It occurs only at temperatures above freezing.
D) It cannot form on wings.

Q37. What is a likely aerodynamic consequence of ice contamination on an aircraft wing?
A) Reduced stall speed under all conditions
B) Increased maximum lift coefficient
C) Reduced lift and increased drag, often with a higher stall speed
D) Improved climb performance

Q38. What is a microburst?
A) A concentrated, intense downdraft that can produce hazardous wind shear near the surface
B) A stable high-pressure system
C) A type of magnetic compass error
D) A slow-moving sea breeze

Q39. What is wind shear?
A) A constant wind blowing from one direction
B) A change in runway slope
C) A reduction in air pressure caused by altitude alone
D) A change in wind velocity over a relatively short distance

Q40. What is a gust front?
A) A permanent band of high atmospheric pressure
B) The leading boundary of cool outflow from a thunderstorm
C) A navigation boundary near an airport
D) A line marking zero magnetic variation

Q41. What commonly causes mechanical turbulence near mountainous terrain?
A) Aircraft transponder operation
B) Large changes in magnetic heading alone
C) Wind flowing over and around irregular terrain and obstacles
D) A uniform air mass with no wind

Q42. Mountain waves may form under which general conditions?
A) Strong, relatively stable airflow crossing a mountain range
B) Calm winds and uniformly warm air
C) Complete absence of wind above ridge level
D) Sea breezes over flat terrain

Q43. What does a METAR primarily provide?
A) A complete 30-day weather forecast
B) A forecast of global climate conditions
C) An aircraft maintenance report
D) An aerodrome weather observation

Q44. What is the principal purpose of a TAF?
A) To report aircraft technical defects
B) To provide an aerodrome weather forecast for a specified period
C) To report the aircraft's actual position
D) To identify temporary airspace restrictions

Q45. What does GFA stand for in Canadian aviation meteorology?
A) General Flight Altitude
B) Ground Frequency Assessment
C) Graphical Area Forecast
D) Geographic Flight Authorization

Q46. What does a PIREP contain?
A) Weather information reported by a pilot from actual flight experience
B) Only weather predictions generated by a computer
C) Aircraft registration renewal information
D) A mandatory aircraft maintenance schedule

Q47. A METAR contains the wind group 24015G25KT. What does it indicate?
A) Wind from 025° at 24 knots
B) Wind variable at 15 knots
C) Wind from 240° at 25 knots without gusts
D) Wind from 240° at 15 knots gusting to 25 knots

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FIA PILOT® GENERAL AVIATION 2027
PART 3: METEOROLOGY (50 QUESTIONS)

Q49. In a Canadian METAR, what does 3SM identify?
A) Three nautical miles of runway length
B) Three minutes of sustained wind
C) Visibility of three statute miles
D) A cloud layer at 3,000 feet

Q50. What is the primary purpose of a SIGMET?
A) To advise of specified significant meteorological phenomena that may affect aircraft safety
B) To report the scheduled arrival of an aircraft
C) To identify the aircraft's transponder code
D) To provide a routine fuel forecast

ANSWER KEY

PART 3: METEOROLOGY (50 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: C, Q6: A, Q7: D, Q8: B, Q9: C, Q10: A, Q11: D, Q12: B, Q13: C, Q14: A, Q15: D, Q16: B, Q17: C, Q18: A, Q19: D, Q20: B, Q21: C, Q22: A, Q23: D, Q24: B, Q25: C, Q26: A, Q27: D, Q28: B, Q29: C, Q30: A, Q31: D, Q32: B, Q33: C, Q34: A, Q35: D, Q36: B, Q37: C, Q38: A, Q39: D, Q40: B, Q41: C, Q42: A, Q43: D, Q44: B, Q45: C, Q46: A, Q47: D, Q48: B, Q49: C, Q50: A

ANSWER EXPLANATIONS

Q1: STANDARD TEMPERATURE: ISA sea-level temperature is 15°C.
Q2: STANDARD PRESSURE: ISA sea-level pressure is approximately 1013.25 hPa or 29.92 inHg.
Q3: STANDARD LAPSE RATE: ISA temperature normally decreases by approximately 2°C per 1,000 feet in the lower atmosphere.
Q4: PRESSURE AND ALTITUDE: Atmospheric pressure decreases as altitude increases.
Q5: HIGH TO LOW PRESSURE: Without resetting the altimeter, the aircraft may be lower than the indicated altitude.
Q6: COLD TEMPERATURE: Colder-than-standard air can cause true altitude to be lower than indicated altitude.
Q7: DENSITY ALTITUDE: High temperature and low pressure generally increase density altitude and reduce aircraft performance.
Q8: PRESSURE ALTITUDE: Pressure altitude uses the standard pressure reference rather than a local altimeter setting.
Q9: ISOBARS: Isobars connect points with equal atmospheric pressure on a weather chart.
Q10: PRESSURE GRADIENT: Closely spaced isobars indicate a stronger pressure gradient.
Q11: CORIOLIS EFFECT: Earth's rotation causes large-scale moving air to be deflected to the right in the Northern Hemisphere.
Q12: SURFACE FRICTION: Surface friction tends to slow low-level wind and change its direction.
Q13: SEA BREEZE: During daytime heating, relatively cooler air commonly flows inland from the sea.
Q14: LAND BREEZE: At night, land can cool faster than water, producing airflow toward the sea.
Q15: KATABATIC WIND: Dense, relatively cool air can flow downslope under gravity.
Q16: ANABATIC WIND: Daytime heating of slopes may produce upslope airflow.
Q17: TEMPERATURE INVERSION: In an inversion, air temperature increases rather than decreases with height.
Q18: STABLE AIR: Stable air is commonly associated with smooth conditions and layered cloud.
Q19: UNSTABLE AIR: Rising thermals and growing cumulus clouds are characteristic of instability.
Q20: CONVECTION: Convection is vertical air movement associated with buoyancy and atmospheric heating.
Q21: DEWPOINT: Dewpoint is the temperature at which an air mass becomes saturated under the stated conditions.
Q22: TEMPERATURE–DEWPOINT SPREAD: A small spread indicates air approaching saturation and potentially favourable conditions for cloud or fog formation.
Q23: RELATIVE HUMIDITY: Relative humidity compares actual water-vapour content with the saturation amount at the same temperature and pressure.
Q24: RADIATION FOG: Clear skies, light winds and nighttime surface cooling favour radiation fog.
Q25: ADVECTION FOG: Advection fog can develop when warm moist air flows over a colder surface.
Q26: UPSLOPE FOG: Rising moist air cools and may reach saturation along elevated terrain.
Q27: NIMBOSTRATUS: Nimbostratus commonly produces widespread, relatively continuous precipitation.
Q28: CUMULONIMBUS: Cumulonimbus clouds are associated with thunderstorms, strong vertical motion and hazardous weather.
Q29: WARM FRONT: Warm fronts often produce extensive layered cloud and widespread precipitation.
Q30: COLD FRONT: Active cold fronts can bring showers, rapidly changing winds and cumulonimbus.
Q31: OCCLUDED FRONT: An occlusion forms when a cold front catches a warm front.
Q32: CONTINENTAL POLAR AIR: This air mass is typically cold and relatively dry.
Q33: MARITIME AIR: Maritime air develops over water and usually contains substantial moisture.
Q34: FREEZING RAIN: Supercooled drops can freeze onto aircraft surfaces and produce dangerous ice deposits.
Q35: RIME ICE: Rime ice is often rough and opaque because small supercooled droplets freeze rapidly.
Q36: CLEAR ICE: Larger supercooled drops can spread before freezing, producing dense or glazed ice.
Q37: AIRCRAFT ICING: Ice can disrupt airflow, reduce lift, increase drag and increase stall speed.
Q38: MICROBURST: A microburst is an intense, concentrated downdraft with potentially severe wind shear.
Q39: WIND SHEAR: Wind shear is a rapid change in wind speed, direction or both over a short distance.
Q40: GUST FRONT: A gust front forms along the advancing boundary of thunderstorm outflow.
Q41: MECHANICAL TURBULENCE: Terrain and obstacles disturb airflow and can produce turbulent eddies.
Q42: MOUNTAIN WAVES: Strong stable airflow crossing elevated terrain can generate mountain-wave activity.
Q43: METAR: METAR reports observed aerodrome weather, not a long-range forecast.
Q44: TAF: A TAF forecasts expected meteorological conditions at an aerodrome.
Q45: GFA: Graphical Area Forecasts provide regional aviation weather information.
Q46: PIREP: PIREPs communicate weather actually encountered and reported by pilots.
Q47: METAR WIND GROUP: 24015G25KT represents wind from 240° true at 15 knots, gusting to 25 knots.
Q48: CLOUD HEIGHT: BKN020 means a broken cloud layer with a base 2,000 feet AGL, generally constituting a ceiling.
Q49: VISIBILITY: 3SM means three statute miles.
Q50: SIGMET: A SIGMET communicates specified significant weather hazards affecting aviation.

FIA PILOT® GENERAL AVIATION 2027
PART 4: AERONAUTICS (50 QUESTIONS)

Q1. Which four fundamental forces act on an aeroplane in flight?
A) Lift, pressure, velocity and acceleration
B) Lift, weight, thrust and drag
C) Power, momentum, gravity and temperature
D) Thrust, torque, inertia and friction

Q2. What is angle of attack?
A) The angle between aircraft heading and track
B) The angle between the wing and the horizon
C) The angle between aircraft longitudinal axis and the ground
D) The angle between the wing chord line and relative airflow

Q3. What primarily causes an aerodynamic wing stall?
A) Exceeding the wing's critical angle of attack
B) Flying below a particular altitude
C) Flying with a tailwind
D) Reducing engine power at any airspeed

Q4. How does increased load factor during a coordinated turn generally affect stall speed?
A) Stall speed decreases.
B) Stall speed remains unchanged.
C) Stall speed increases.
D) Stall speed becomes unrelated to angle of attack.

Q5. Which factor directly affects the amount of lift generated by a wing, assuming the other variables remain unchanged?
A) Aircraft registration
B) Air density
C) Radio frequency
D) Magnetic variation

Q6. At relatively low airspeeds, which form of drag is generally more significant?
A) Wave drag alone
B) Skin-friction drag alone
C) Compressibility drag alone
D) Induced drag

Q7. Which form of drag generally increases substantially with increasing airspeed?
A) Parasite drag
B) Induced drag only
C) Weight-induced drag
D) Magnetic drag

Q8. What does an aircraft's maximum lift-to-drag ratio represent?
A) Its maximum permitted operating altitude
B) Its highest possible indicated airspeed
C) Its most aerodynamically efficient lift-to-drag condition
D) Its maximum engine power output

Q9. What is a common effect of moving an aircraft's centre of gravity forward within the permitted range?
A) Reduced longitudinal stability
B) Increased longitudinal stability, often with greater control forces
C) Elimination of stall risk
D) Reduced aircraft weight

Q10. What is a potential consequence of a centre of gravity positioned too far aft?
A) Greater directional stability in all conditions
B) Guaranteed lower landing speed
C) Improved stall recovery characteristics
D) Reduced longitudinal stability and potentially difficult stall recovery

Q11. Which primary flight controls produce rolling motion?
A) Ailerons
B) Elevators
C) Rudder
D) Flaps

Q12. Which primary flight control governs pitching motion?
A) Ailerons
B) Rudder
C) Elevator
D) Spoilers

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Q13. Which primary flight control produces yawing motion?
A) Elevator
B) Rudder
C) Ailerons
D) Flaps

Q14. What is the principal purpose of aircraft trim systems?
A) To increase maximum engine power
B) To replace the primary flight controls
C) To eliminate aerodynamic drag entirely
D) To reduce sustained flight-control forces

Q15. What is adverse yaw?
A) A yawing tendency in the opposite direction to the intended roll caused by unequal drag from aileron deflection
B) A change in engine power caused by weather
C) A rolling motion produced exclusively by the rudder
D) An error in the aircraft's magnetic compass

Q16. What is the general effect of extending conventional wing flaps?
A) They eliminate induced drag.
B) They prevent an aircraft from stalling.
C) They increase wing camber and generally increase both lift capability and drag.
D) They reduce wing area to improve cruising performance.

Q17. Why can even a relatively thin layer of frost on a wing be hazardous?
A) Frost increases maximum lift.
B) Surface contamination can disturb airflow and reduce aerodynamic performance.
C) Frost eliminates parasite drag.
D) Frost improves the aircraft's climb gradient.

Q18. Which statement about aerodynamic stalls is correct?
A) Stalls can occur only during landing.
B) Stalls occur only when the engine stops.
C) Stalls cannot occur during turns.
D) A stall can occur at different airspeeds and attitudes whenever the critical angle of attack is exceeded.

Q19. What does Vy identify?
A) Best rate-of-climb speed
B) Best angle-of-climb speed
C) Maximum flap-extended speed
D) Never-exceed speed

Q20. What does Vx identify?
A) Maximum operating speed
B) Recommended cruising speed
C) Best angle-of-climb speed
D) Maximum landing gear operating speed

Q21. What does Vne identify?
A) Normal operating limit speed
B) Never-exceed speed
C) Best glide speed
D) Minimum controllable airspeed

Q22. What does Vfe represent?
A) Minimum safe approach speed
B) Maximum structural cruising speed
C) Best endurance speed
D) Maximum permissible speed with the specified flap configuration

Q23. How does manoeuvring speed Va generally change when aircraft weight decreases?
A) It decreases.
B) It increases.
C) It remains constant under all conditions.
D) It becomes equal to Vne.

Q24. What is ground effect?
A) An increase in aircraft weight near the runway
B) A change in engine ignition timing
C) A reduction in induced drag when the aircraft operates close to the ground
D) The increase in atmospheric pressure during descent only

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Q25. Which sequence correctly describes the four strokes of a conventional four-stroke piston engine?
A) Compression, intake, exhaust, power
B) Intake, compression, power, exhaust
C) Power, intake, compression, exhaust
D) Intake, power, exhaust, compression

Q26. What is the principal function of a magneto in a conventional piston aircraft engine?
A) To charge the main aircraft battery
B) To regulate propeller pitch
C) To measure cylinder temperature
D) To generate ignition energy independently of the aircraft's main electrical system

Q27. What is a principal benefit of a dual-ignition system?
A) Improved ignition reliability and combustion efficiency
B) Elimination of all engine maintenance
C) Elimination of the fuel system
D) Automatic increase of engine displacement

Q28. Under which general conditions can carburettor ice develop?
A) Only when outside air temperature is below −20°C
B) Only during heavy rain
C) In humid conditions, including some temperatures well above freezing
D) Only when the engine is shut down

Q29. When carburettor heat is applied in an aircraft equipped with a conventional carburettor system, what effect is commonly observed?
A) A permanent increase in maximum engine power
B) An initial reduction in engine power because warmer, less-dense air enters the engine
C) Elimination of all induction-system restrictions
D) An automatic increase in fuel quantity

Q30. What is the general purpose of adjusting the fuel–air mixture as altitude increases in a conventional piston-engine aircraft?
A) To increase the proportion of fuel indefinitely
B) To reduce engine cooling completely
C) To prevent the propeller from rotating faster
D) To compensate for decreasing air density and maintain an appropriate fuel–air ratio

Q31. What is detonation in a piston aircraft engine?
A) Abnormally rapid or explosive combustion that can produce damaging pressure and temperature conditions
B) Normal combustion initiated by spark plugs
C) The operation of the electrical alternator
D) The process of supplying oil to engine bearings

Q32. What are the main purposes of engine lubricating oil?
A) To increase fuel quantity and reduce airspeed
B) To replace engine coolant in every aircraft
C) To reduce friction, assist cooling and protect engine components
D) To generate spark-plug ignition energy

Q33. What is the primary function of an aircraft alternator?
A) To regulate manifold pressure
B) To supply electrical power and support battery charging during engine operation
C) To measure atmospheric pressure
D) To control the aircraft's hydraulic brakes

Q34. What is an important function of the aircraft battery?
A) To supply engine fuel pressure directly
B) To calculate aircraft navigation data
C) To regulate magnetic variation
D) To provide electrical energy for starting and certain aircraft electrical loads

Q35. What is the function of an electrical circuit breaker?
A) To protect an electrical circuit against excessive current
B) To increase alternator output automatically
C) To regulate cabin pressure
D) To measure aircraft weight

Q36. Why do aircraft fuel tanks normally require appropriate venting?
A) To increase fuel evaporation
B) To maintain a constant engine speed
C) To allow pressure equalization as fuel is consumed and atmospheric conditions change
D) To prevent all water contamination

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Q37. Why is water contamination in aircraft fuel a concern?
A) Water increases the fuel's octane rating.
B) Water may disrupt engine fuel delivery and combustion.
C) Water improves carburettor efficiency.
D) Water increases aircraft endurance.

Q38. What is vapour lock in a fuel system?
A) A blockage caused by magnetic compass deviation
B) A reduction in aircraft lift caused by hot weather
C) An increase in fuel tank capacity
D) Fuel vapour formation that can interfere with normal fuel flow

Q39. On a conventional pitot-static airspeed indicator, indicated airspeed is derived from which pressure relationship?
A) Pitot total pressure compared with static pressure
B) Engine oil pressure compared with atmospheric pressure
C) Fuel pressure compared with cabin pressure
D) Hydraulic pressure compared with tyre pressure

Q40. What does a conventional barometric altimeter primarily measure?
A) Groundspeed
B) Engine manifold pressure
C) Atmospheric static pressure and its corresponding altitude indication
D) Aircraft fuel quantity

Q41. What is the primary function of a vertical speed indicator (VSI)?
A) To indicate magnetic track
B) To indicate rate of climb or descent
C) To measure outside air temperature
D) To indicate aircraft fuel endurance

Q42. Which principle is fundamental to the operation of a conventional gyroscopic heading indicator?
A) Fuel pressure regulation
B) Static pressure measurement
C) Pitot pressure differential
D) Gyroscopic rigidity in space

Q43. Which factor can cause errors in a conventional magnetic compass?
A) Acceleration, turning and magnetic influences within the aircraft
B) The aircraft registration prefix
C) Passenger seat position alone
D) The colour of runway markings

Q44. What information is principally provided by a conventional turn coordinator?
A) Absolute aircraft altitude
B) Aircraft fuel flow
C) Rate and direction of turning, with indications related to roll response
D) Direct measurement of groundspeed

Q45. What does IAS stand for?
A) International Airspace Standard
B) Indicated Airspeed
C) Instrument Altitude Setting
D) Induced Aerodynamic Stability

Q46. For a given indicated airspeed, how does true airspeed generally change as altitude increases under typical atmospheric conditions?
A) It becomes zero.
B) It always equals indicated airspeed.
C) It decreases with altitude.
D) It generally increases as air density decreases.

Q47. What is a common aircraft performance effect of high density altitude?
A) Reduced engine and aerodynamic performance, including longer takeoff distances in many aeroplanes
B) Increased air density and improved propeller performance
C) Shorter takeoff distance under all conditions
D) Elimination of wind effects

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PART 4: AERONAUTICS (50 QUESTIONS)

Q48. How can standing water, snow or slush on a runway affect an aeroplane?
A) It guarantees better braking performance.
B) It eliminates the need for runway condition reports.
C) It can reduce braking effectiveness and increase takeoff or landing distance.
D) It always reduces required stopping distance.

Q49. How is a weight-and-balance moment calculated?
A) Weight divided by indicated airspeed
B) Weight multiplied by its arm relative to the datum
C) Fuel consumption multiplied by wind speed
D) Lift divided by drag

Q50. Which statement best describes effective pilot situational awareness?
A) Focusing only on the instrument showing the greatest change
B) Relying exclusively on automation without cross-checking
C) Remembering only the aircraft's planned departure time
D) Perceiving relevant conditions, understanding their significance and anticipating likely developments

ANSWER KEY

PART 4: AERONAUTICS (50 QUESTIONS)

ANSWER KEY

Q1: B, Q2: D, Q3: A, Q4: C, Q5: B, Q6: D, Q7: A, Q8: C, Q9: B, Q10: D, Q11: A, Q12: C, Q13: B, Q14: D, Q15: A, Q16: C, Q17: B, Q18: D, Q19: A, Q20: C, Q21: B, Q22: D, Q23: A, Q24: C, Q25: B, Q26: D, Q27: A, Q28: C, Q29: B, Q30: D, Q31: A, Q32: C, Q33: B, Q34: D, Q35: A, Q36: C, Q37: B, Q38: D, Q39: A, Q40: C, Q41: B, Q42: D, Q43: A, Q44: C, Q45: B, Q46: D, Q47: A, Q48: C, Q49: B, Q50: D

ANSWER EXPLANATIONS

Q1: FOUR FORCES OF FLIGHT: Lift, weight, thrust and drag are the four principal forces acting on an aeroplane.
Q2: ANGLE OF ATTACK: Angle of attack is the angle between the wing chord line and the relative airflow.
Q3: CRITICAL ANGLE OF ATTACK: A stall occurs when the wing exceeds its critical angle of attack, disrupting normal airflow and reducing lift.
Q4: LOAD FACTOR: Increased load factor raises the indicated airspeed at which an accelerated stall can occur.
Q5: AIR DENSITY: Lift depends partly on air density, along with airspeed, wing area and lift coefficient.
Q6: INDUCED DRAG: Induced drag generally becomes more significant at low airspeeds when a wing must operate at a higher lift coefficient.
Q7: PARASITE DRAG: Parasite drag generally increases with the square of airspeed.
Q8: MAXIMUM LIFT-TO-DRAG RATIO: Maximum L/D represents the most aerodynamically efficient lift-to-drag condition.
Q9: FORWARD CENTRE OF GRAVITY: A forward CG often increases longitudinal stability but can increase control forces and affect performance.
Q10: AFT CENTRE OF GRAVITY: Excessively aft loading reduces longitudinal stability and can compromise stall recovery.
Q11: AILERONS: Ailerons control rolling motion around the longitudinal axis.
Q12: ELEVATOR: The elevator controls pitch around the lateral axis.
Q13: RUDDER: The rudder controls yaw around the vertical axis.
Q14: TRIM SYSTEM: Trim reduces the control force needed to maintain the desired flight condition.
Q15: ADVERSE YAW: Unequal aileron drag can produce yaw opposite to the desired roll direction.
Q16: FLAP EFFECTS: Conventional flap extension generally increases wing camber, lift capability and drag.
Q17: CRITICAL SURFACE CONTAMINATION: Frost, ice and snow can disturb airflow and seriously degrade aircraft performance.
Q18: STALL CONDITIONS: A stall is primarily determined by angle of attack, not by one fixed aircraft attitude or airspeed.
Q19: VY: Vy is the speed associated with the best rate of climb under the applicable aircraft conditions.
Q20: VX: Vx is the speed associated with the best angle of climb under the applicable aircraft conditions.
Q21: VNE: Vne is the published never-exceed speed.
Q22: VFE: Vfe is the maximum approved speed for the applicable extended-flap condition.
Q23: MANOEUVRING SPEED: Published manoeuvring speed decreases with decreasing aircraft weight; it is not a guarantee against structural damage in every situation.
Q24: GROUND EFFECT: Near the ground, altered airflow reduces induced drag.
Q25: FOUR-STROKE ENGINE: The normal cycle consists of intake, compression, power and exhaust strokes.
Q26: MAGNETO: Magnetos generate ignition energy independently of the aircraft's main electrical system.
Q27: DUAL IGNITION: Dual ignition improves reliability and can support more efficient combustion.
Q28: CARBURETTOR ICING: Carburettor icing can occur in humid conditions even when outside temperatures are above freezing.
Q29: CARBURETTOR HEAT: Heated induction air is less dense and can initially reduce engine power.
Q30: MIXTURE CONTROL: Adjusting the mixture helps compensate for decreasing air density as altitude increases.
Q31: DETONATION: Detonation is abnormal combustion producing damaging pressure and temperature effects.
Q32: ENGINE OIL: Oil reduces friction, helps remove heat and protects internal components.
Q33: ALTERNATOR: The alternator supplies electrical power during engine operation and supports battery charging.
Q34: BATTERY: The battery provides stored electrical energy for starting and other electrical loads.
Q35: CIRCUIT BREAKER: Circuit breakers protect wiring and electrical equipment from excessive current.
Q36: FUEL VENTING: Proper fuel-tank venting prevents pressure imbalances that could interfere with fuel delivery.
Q37: FUEL CONTAMINATION: Water contamination can cause interrupted fuel delivery or abnormal engine operation.
Q38: VAPOUR LOCK: Fuel vapour can obstruct the normal flow of liquid fuel in the system.
Q39: AIRSPEED INDICATOR: A conventional airspeed indicator uses the difference between pitot and static pressure.
Q40: ALTIMETER: A barometric altimeter uses static pressure to indicate altitude relative to its selected reference setting.
Q41: VERTICAL SPEED INDICATOR: A VSI indicates the approximate rate of climb or descent.
Q42: GYROSCOPIC PRINCIPLE: Gyroscopic rigidity is fundamental to the operation of a conventional heading indicator.
Q43: MAGNETIC COMPASS ERRORS: Compass indications can be influenced by turning, acceleration and onboard magnetic fields.
Q44: TURN COORDINATOR: A turn coordinator provides information about turn rate and related roll response.
Q45: IAS: IAS means Indicated Airspeed, the value displayed by the aircraft's airspeed indicator.
Q46: TRUE AIRSPEED: As air density decreases, true airspeed is generally higher for a given indicated airspeed.
Q47: HIGH DENSITY ALTITUDE: Reduced air density can degrade engine, propeller and wing performance.
Q48: RUNWAY CONTAMINATION: Water, snow and slush can reduce traction and adversely affect takeoff and landing performance.
Q49: WEIGHT-AND-BALANCE MOMENT: Moment equals weight multiplied by the arm measured from the specified datum.
Q50: SITUATIONAL AWARENESS: Effective situational awareness requires perception, comprehension and anticipation of operational conditions.

REFERENCES & OFFICIAL STUDY MATERIALS

The FIA PILOT® PPL-A Practice Bank 2027 has been developed with reference to Canadian aviation regulations, official pilot licensing study guides, aeronautical publications, and educational materials relevant to the Canadian Private Pilot Licence Aeroplane (PPL-A).

The practice bank contains 200 original multiple-choice questions covering four core examination subjects: Air Law and Procedures, Navigation and Radio Aids, Meteorology, and Aeronautics – General Knowledge.

PRIMARY REFERENCES

1. Transport Canada – TP 12880
Study and Reference Guide for Written Examinations for the Private Pilot Licence Aeroplane.
Sixth Edition, May 2025.
Official syllabus covering Air Law, Navigation, Meteorology, Aeronautics, Aircraft Systems, Theory of Flight, Flight Instruments, Flight Operations, and Human Factors.
https://tc.canada.ca/en/aviation/publications/study-reference-guide-written-examinations-private-pilot-licence-aeroplane-tp-12880

2. Transport Canada – TP 13014
Civil Aviation – Sample Examination: Recreational Pilot Permit and Private Pilot Licence Aeroplane.
Fourth Edition, November 2008.
Reference material illustrating the format, structure, and subject coverage of Canadian private pilot written examination questions.
https://tc.canada.ca/en/aviation/publications/civil-aviation-sample-examination-recreational-pilot-permit-private-pilot-licence-aeroplane-tp-13014

3. Canadian Aviation Regulations (CARs)
SOR/96-433 – Canadian Aviation Regulations.
Government of Canada, Department of Justice.
Primary regulatory reference covering pilot licensing, aircraft registration, operating requirements, airspace classifications, visual flight rules, aircraft equipment, and aviation safety responsibilities.
https://laws-lois.justice.gc.ca/eng/regulations/sor-96-433/

4. Transport Canada – TP 14371
Transport Canada Aeronautical Information Manual (TC AIM).
Official aeronautical reference covering Canadian operating rules and procedures, including:

- **RAC – Rules of the Air and Air Traffic Services**
- **COM – Communications**
- **MET – Meteorology**
- **MAP – Aeronautical Charts and Publications**
- **AGA – Aerodromes**
- **AIR – Airmanship**
- **LRA – Licensing, Registration and Airworthiness**

https://tc.canada.ca/en/aviation/publications/transport-canada-aeronautical-information-manual-tc-aim-tp-14371

SUPPLEMENTARY REFERENCES

5. Transport Canada – TP 1102
Flight Training Manual.
Reference material covering fundamental flight training principles, aircraft handling, aerodynamics, flight manoeuvres, aircraft performance, and operational procedures.
https://tc.canada.ca/en/aviation/aviation-publications

6. Transport Canada – TP 12863
Human Factors for Aviation – Basic Handbook.
Reference material covering human performance, decision-making, situational awareness, workload management, fatigue, and aviation safety.
https://tc.canada.ca/en/aviation/publications/air-publications-abstracts

7. NAV CANADA – Visual Flight Rules Publications
Official Canadian aeronautical navigation publications, including:

- **VFR Navigation Charts (VNC)**
- **VFR Terminal Area Charts (VTA)**
- **Canada Flight Supplement (CFS)**
- **Canada Water Aerodrome Supplement (CWAS)**

These publications support navigation, airspace interpretation, aerodrome information, radio frequencies, and VFR flight planning.
https://www.navcanada.ca/en/aeronautical-information/visual-flight-rules-vfr-publications.aspx

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