

GACE 2018 GROUND TEST

NAME _____ DATE _____ SCORE _____
CHECKED BY: _____ DATE _____ CFI# _____

Circle the correct answer or write in where applicable. Test will be corrected to 100%

1. While you are performing a preflight inspection on your aircraft, an inspector from the FAA introduces herself and says she wants to conduct a ramp inspection. What documents are you required to show the inspector? (Circle all correct answers) (14CFR 61.3)

- a) A current TSA Security Certificate.
- b) Airmen certificate, authorization, or license.
- c) Photo ID.

2. Upon request of: (Circle all correct answers) (14CFR 61.3)

- a) An airport private security guard.
- b) Any Licensed Pilot wearing a valid AOA media.
- c) From the administrator (FSDO).
- d) An authorized NTSB representative.
- e) Any Federal, State, or Local Law Enforcement officer.
- f) An authorized representative of TSA.

3. You have not kept up with logging each of your current flights. Are you in violation of any regulations? (Circle correct answer) (14 CFR 61.51)

- a) Yes, you are in direct violation of 14 CFR 61.51, for line by line record

keeping.

b) No, you are only required to document and record the training and aeronautical experience used to meet the requirements for a certificate, rating, or flight review, and the aeronautical experience required for meeting the recent flight experience requirements.

c) Both of the above.

4. Explain the difference between being "current" and being "proficient". (Fill in the correct answer) (FAA-H-8083-2, FAA-P-8740-36)

a) A pilot who accomplished the minimum FAA regulatory requirements within a specific time. _____

b) It means you are "legal" to make a flight, but does not necessarily mean that you're proficient or competent to make that flight. _____

5. Spring has arrived and the weather looks great, so you schedule N5312S and go fly to Block Island. Your allergies have been giving you a problem and you have just taken your medication? Can you still fly? (Circle the correct answer(s)) (14 CFR 61, 91.17, FAA-H-8083-25)

a) Yes, because Block Island is out in the ocean away from known land based allergens.

b) No, because you have to read and understand the Warning Label, including Over The Counter (OTC) medications prior to flight.

c) Yes, a pilot must self-evaluate his physical and mental condition and is already aware of his/her non-reaction or reaction to their allergy medications.

d) No, OTC drugs have potential to cause noticeable adverse side effects, drowsiness and cognitive deficits.

e) No, 14 CFR prohibits pilots from crewmember duties that affects the body in any way contrary to safety.

6. What instruments and equipment are required for VFR day flight? (fill in the blanks) (14 CFR 91.205)

A _____

T _____

O _____

M _____

A _____

T _____

O _____

F _____

F _____

L _____

A _____

M _____

E _____ (if required by 14 CFR 91.207)

S _____

7. What instruments and equipment are required for VFR night flight? (14 CFR 91.205) (Fill in the blanks)

F _____

L _____

A _____

P _____

S _____

8. What are the standard weights assumed for the following when calculating weight and balance problems? (FAA-H-8083-25, AC 120-27E) (Fill in the blanks)

Crew and passengers _____

Gasoline _____

Oil _____

Water _____

9. Are electronic flight bags (EFBs) approved for use as a replacement for paper reference material (POH and Supplements, charts, etc.) in the cockpit? (AC 91-78) (Circle yes or no answer(s))

- a) Yes, if only used during the navigation section of the flight.
- b) No, Class B airspace requires paper TAC and approach plates.
- c) Yes, can be used for all phases of flight operations when info is up to date.

10. When using EFBs as in the above question; (Circle the correct answer) (AC 91-78)

- a. It is mandatory to have a secondary or back-up source of aeronautical information necessary for the flight available.
- b. It is recommended to have a secondary or back-up source of aeronautical necessary for the flight available.

11. You have just taken off from KISP northbound on a cross country flight, you are flying directly over Stony Brook University Stadium hosting a football game. What is the minimum safe altitude you can fly over the stadium without changing course? (14 CFR 91.119) (Circle the correct answer)

- a. 1,000' above the highest obstacle within a horizontal radius of 2,000' of the aircraft.
- b. You are at a minimum safe altitude, allowing, if power fails, an emergency landing without undue hazard to persons or property on the surface. The minimum safe altitude doesn't apply in this circumstance.

12. You are flying in other than a congested area, you are flying over a lake upstate NY. You are approaching a cabin cruiser boat approximately 12' high. What minimum safe altitude should you fly over this vessel without changing course? (14 CFR 91.119) (Circle the correct answer)

- a. 2,000' above the surface of the water.
- b. 500' + approximately 12'.

13. If an altimeter setting is not available before flight, which procedure should you use? (14 CFR 91.121) (Circle the correct answer)

- a. The elevation of the departure airport.
- b. Contact the nearest FSS and obtain the altimeter setting.
- c. Take off and obtain an appropriate altimeter setting available.

14. When may a pilot intentionally deviate from an ATC clearance or instruction? (14 CFR 91.123) (Circle the correct answer)

- a. Never.
- b. When VFR cannot be maintained.
- c. In response to a traffic and collision avoidance system resolution advisory.

15. If the aircraft radio fails in flight under VFR while operating into a tower controlled airspace, what conditions must be met before a landing may be made at that airport? (14 CFR 91.126, 127 & 129) (Circle the correct answer)

- a. Weather conditions must be at or above basic VFR weather minimums.
- b. Visual contact with the tower is maintained: and
- c. A clearance to land is received.
- d. All of the above.

16. You are landing at an airport in Class D airspace with a VASI on the preferred runway. (14 CFR 91.129) (Circle the correct answer)

- a. Maintain an altitude at or above the VASI until a lower altitude is necessary for a safe landing.
- b. Fly a normal pattern and land in accordance to the POH.
- c. The VASI is used only for IFR traffic.

17. Before operating an aircraft into Class B airspace, which basic requirement must be met? (14 CFR 91.131) (Circle the correct answer)

- a. VFR flight operations must be conducted clear of clouds with at least 3 nautical miles flight visibility.
- b. Two way radio communications must be "established"; "N5928E standby".
- c. Arriving aircraft must obtain ATC clearance from the ATC facility having jurisdiction for that area prior to operating an aircraft in that area.

The last five questions are for instrument pilots. Circle the correct answer.

18. The pilot in command of a civil aircraft must have an instrument rating only when operating: (14 CFR 61.3; 91.135)

- a. Under IFR in positive control airspace.
- b. Under IFR, in weather conditions less than the minimum for VFR flight.
- c. In weather conditions less than the minimum prescribed for VFR flight.

19. An aircraft operated under 14 CFR 91 IFR is required to have which of the following:

- a. Radar altimeter.
- b. Dual VOR system.
- c. Gyroscopic direction indicator.

20. Without visual aid, a pilot often interprets centrifugal force as a sensation of (FAA-H-8083-15)

- a. Rising and falling.
- b. Turning.
- c. Motion reversal.

21. Abrupt head movements during a prolonged constant rate turn in IMC or simulated instrument conditions can cause (AIM-18-1-5)

- a. Coriolis illusion.
- b. False horizon.
- c. Elevator illusion.

22. What is the rule regarding altitude and course to be maintained during an off-airways IFR flight over non-mountainous terrain? (14 CFR 91.177)

- a. 1,000' above the highest obstacle within 4 NM of course.
- b. 2,000' above the highest obstacle within 4 NM of course.
- c. 1,000' above the highest obstacle within 3 NM of course.

23. When ATC has not imposed any climb or descent restrictions and aircraft are within 1,000' of assigned altitude, pilots should attempt to both climb and descend at a rate between (AIM 14-4-10)

- a. 500 fpm and 1,000 fpm.
- b. 500 fpm and 1,500 fpm.
- c. 1,000 fpm and 2,000 fpm.

24. During and IFR flight in IMC, a distress condition is encountered in your aircraft, (fire, mechanical, or structural failure) the pilot should (AIM-15-3-2)

- a. Not hesitate to declare an emergency and obtain an amended clearance.
- b. Wait until the situation is immediately perilous before declaring an emergency.
- c. Contact ATC and advise that an urgent condition exists and request priority consideration.

25. The "sterile cockpit" is a good practice not just for airline pilots but for all pilots because (FAA-H-8083-16)

- a. Keeping the cockpit neat and clean keeps you better organized.
- b. It greatly reduces distractions during critical phases of flight.
- c. It keeps radio transmissions at a minimum.

End of Review