

CPL - AIR LAW direct

1. The maximum flying time a pilot can log within a period of 30 days
100 hours
2. Who is primarily responsible for maintaining an aircraft in an airworthy condition
Owner or operator of that aircraft.
3. The applicant for a CPL (A) shall be not less than (PCAR's Part 2.3.3.3)
18 years old
4. The applicant for CPL (A) shall have completed not less than 200 hours of flight time, or _____ if completed during an Authority-approved training course provided for in an Approved Training Organization under Part 3 (PCAR's Part 2.3.3.3)
150 hours
5. The applicant for CPL (A) shall have completed in airplane not less than _____ number of cross country flight time as pilot-in-command including a cross country flight totaling not less than 300 nautical miles in the course of which full-stop landings at two (2) different aerodromes
20 hours
6. The applicant for CPL (A) shall have completed in airplane not less than
25 hours of dual instruction from an authorized instructor. These 25 hours may include 5 hours completed in a flight simulator or flight procedures trainer.
7. The applicant for CPL (A) shall have completed in airplane not less than 200 hours of cross-country flight time as pilot-in-command including a cross country flight totaling not less than (PCAR's Part 2.3.3.3)
20 hours of cross-country flight time as pilot-in-command including a cross country flight totaling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made
8. A CPL (A) applicant shall have completed not less than _____ of flight time or 150 hours of flight time if he has satisfactorily completed a course of approved training
200 hours
9. For instrument approach operations, no person may use an autopilot at an altitude above the terrain that is less than _____ feet below the MDH or DH.(Part 8.8.4.6)
50 feet
10. For enroute operations, no person may use an autopilot at an altitude above the terrain that is less than (Part 8.8.4.6)
500 feet
11. In accordance with the Table of Sanction under PCAR's Part 1, the penalty for deviation from instrument approach procedures is
30 to 90 days suspension
12. In accordance with the Table of Sanction under PCAR's Part 1, the penalty for deviation from ATC clearance or instruction on en-route is
30 to 90 days suspension
13. In accordance with the Table of Saction under PCAR's Part 1, the penalty for the take off in overloaded aircraft is
60 to 120 day suspension
14. In accordance with the Table of Sanction unde r PCAR's Part 1, the penalty for approach below weather minimum is
60 to 120 days suspension
15. In accordance with the Table of Sanction under PCAR's Part 1, the penalty for landing at wrong airport is
90 to 180 day suspension
16. Who is directly responsible and has the final authority as to the operation of the aircraft
Pilot in command
17. Who is responsible for determining if an aircraft is in condition for save flight
Pilot in command
18. The holder of acommercial pilot license shall have the privileges to
A & B correct
19. No Pilot-in-command may allow an airplane to be refueled when passengers are embarking, on board or disembarking unless
A & B correct

20. An aircraft carrying passengers for hire has been on a schedule of inspection every 100 hours of time in service. Under which condition may that aircraft be operated beyond 100 hours without new inspection
An inspection schedule, specifying the intervals in hours or days when routine and detailed inspections will be performed and including instructions for exceeding an inspection interval by not more than 10 hours while en-route and for changing an inspection interval because of service experience;
21. How does a pilot indicate a desire for light gun signal in case of radio failure during the day
Rock the wings
22. PCAR's Part 2 refers to
Personel Licensing
23. PCAR's Part 5 refers to
Airworthiness
24. For aircraft engaged in commercial air transport operations requiring more than one pilot as flight crew members, the AOC holder may use one pilot up to age 65 provided that the other pilot is less than
60 years old or below
25. The Civil Aviation Authority of the Philippines (CAAP) is headed by
DGCA
26. The training required for flight crew members qualifying on another type of aircraft type or variant with the same or essentially the same cockpit configuration. Due to aircraft type commonality and by defining the differences between the base and variant aircraft, some of these training courses are shorter than a full transition syllabus (PCAR's 8.10.1.8.1)
Cross Crew Qualification (CCQ) training.
27. If an alternate minima are not published, and if there is no prohibition against using the airport as an IFR flight planning alternate, each PIC shall ensure that the meteorological conditions at that alternate at the ETA will be at or above
28. To act as a crew member, a person must not have consumed alcohol in the preceding
8 hours
29. The supplemental oxygen supply requirements for non-pressurized aircraft if the entire flight time at pressure altitudes above 13,000 feet and for any period exceeding 30 minutes at pressure altitudes above 10,000 feet but not exceeding 13,000 feet (Part IS: 7.8.12)
All required cabin crew members
30. The creation of Civil Aviation Authority of the Philippines was based on what law
RA 9497
31. In aircraft converging rules, which statement is correct
(1) When aircraft of the same category are converging at approximately the same altitude (except head-on, or neariy so), the aircraft to the other's right has the right-of-way.
(2) If the converging aircraft are of different categories-
(i) A balloon has the right-of-way over any other category of aircraft;
(ii) A glider has the right-of-way over an airship, and power driven heavier than air aircraft; and
(iii) An airship has the right-of-way over a power driven heavier than air aircraft.
32. The minimum flight visibility for special VFR is
The flight visibility is at least 5 km
33. The applicant for instrument rating (airplane) shall hold at least a
PPL license
34. The primary purpose of filling a flight plan is for
Search and rescue
35. The pilot in command of an aircraft operated under IFR, in controlled airspace, not in radar contact, shall report by radio as soon as possible when
passing each designated reporting point, to include time and altitude.

36. For pilot under IFR operations, No person may act as a pilot under IFR, nor in IMC, unless he or she has, within the past six calendar months (PCAR's Part 8.4.1.10)

Logged at least six hours of instrument flight time including at least three hours in flight in the category of aircraft: and completed at least six instrument approaches.

37. An aircraft being overtaken should expect to be passed on

The right

38. What is the next higher appropriate cruise altitude or flight level from 5,000 feet MSL for a VFR flight along an airway whose magnetic course is 180°

6500

39. Republic Act 9497 is also known as

CAAP