

*Please do not mark on this test*

**HQ AFSVC/SVPCR**

**Annual Certified Flight Instructor (CFI) Exam**

**01 APR 20**

*(Required passing score: 80%)*

*Please do not mark on this test*

# Annual Certified Flight Instructor (CFI) Exam Questions

## **Questions 1 – 4 Reference 14 CFR Part 61**

1. [For training NOT conducted in Alaska.] Your student has received 3.0 hours of night flight training including five takeoffs and landings. Is your student eligible to take the Private Pilot practical test?
  - a. No. The student needs 10 night takeoffs and landings to a full stop.
  - b. Yes, but the pilot certificate would bear the limitation, "Night Flying Prohibited."
  - c. Yes, but the pilot certificate would bear the restriction, "Holder does not meet ICAO requirements."
2. To endorse a student pilot's logbook for solo flight, an instructor is required, in part, to have:
  - a. Given that student adequate cross-country flight training.
  - b. Given that student the flight training required.
  - c. At least 5 hours of experience as a pilot in command in the aircraft involved.
3. The type and date of each student pilot endorsement given shall be maintained by the endorsing flight instructor. For what period of time is this record required to be retained?
  - a. 1 year
  - b. 2 years
  - c. 3 years
4. The holder of an expired Flight Instructor Certificate may exchange that certificate for a new one by:
  - a. Passing the appropriate practical test.
  - b. Presenting a satisfactory record of training.
  - c. Successfully completing a flight instructor refresher course.

## **Question 5 References 14 CFR PART 91**

5. Which maneuvers require each occupant of the aircraft to wear an approved parachute?
  - a. A nose-up or nose-down attitude greater than 25 degrees relative to the horizon.
  - b. Spins or other flight maneuvers required for any certificate or rating when given by a flight instructor.
  - c. Exceeding a bank of 60 degrees relative to the horizon.

## **Questions 6 – 10 Reference FAA-H-8083-3B, Airplane Flying Handbook**

6. Whenever landing conditions are not satisfactory, a go-around:
  - a. Should not be attempted unless circumstances make it absolutely necessary.
  - b. Is warranted.
  - c. Should not be attempted after the landing flare has been initiated regardless of airspeed.
7. The pivotal altitude for eights-on-pylons is dependent upon the:
  - a. Groundspeed
  - b. True airspeed
  - c. Distance from the pylon

8. A flight instructor assumes the total responsibility for training a student pilot in all the knowledge areas and skills necessary to operate safely and competently as a certificated pilot in the National Airspace System (NAS). This training includes:
- Broad flying experience requirements, being able to pass rigid knowledge and practical tests, and the ability to apply recommended techniques to the safe operations in the NAS.
  - Necessary aeronautical knowledge and flight experience necessary to complete the appropriate practical test.
  - Airmanship skills, pilot judgment and decision-making, hazard identification, risk analysis, and good operating practices.
9. A good flight instructor:
- Ensures a student pilot accomplishes all flight maneuvers in accordance with the latest FAA test standards.
  - Understands all students learn differently but must follow lesson plan outlines to accomplish each lesson.
  - Has a thorough understanding of the learning process, knowledge of the fundamentals of instruction, and the ability to communicate effectively with the student pilot.
10. At no time should a pilot hastily consider ground operations without proper and effective thoroughness. This phase of flight provides the first opportunity for a pilot to:
- Identify potential hazardous attitudes, obtain weather data, and make a risk assessment for the flight.
  - Safely assess the various factors of flight operations including the regulatory requirements, an evaluation of the airplane's condition, and the pilot's readiness for their pilot in command (PIC) responsibilities.
  - Obtain weather data, review flight maneuvers, and accomplish a thorough preflight.

**Questions 11 - 17 Reference FAA-H-8083-9A, Instructor's Handbook**

11. Which method of presentation is desirable for teaching a skill such as ground school lessons on the flight computer?
- Lecture / Application
  - Presentation / Practice
  - Demonstration / Performance
12. When teaching from the known to the unknown, an instructor is using the student's:
- Previous experiences and knowledge.
  - Current knowledge of the subject.
  - Previously held opinions, both valid and invalid.
13. The first step in preparing a lecture is to:
- Establish the objective and desired outcome.
  - Organize the material.
  - Develop the main ideas for key points.
14. Which method about the guided discussion method of teaching is true?
- The method normally does not include a lecture on the subject area.
  - Students without a background in the subject will also benefit from the exchange of ideas.
  - It relies on student possession of a level of knowledge of the topic.

15. In the demonstration / performance method of instruction, which two separate actions are performed concurrently?
- Instructor demonstration and performance.
  - Student performance and instructor supervision.
  - Student demonstration and instructor performance.
16. In a guided discussion, follow-up questions should usually begin with:
- Why or how...
  - What would happen if...
  - Who has experienced...
17. What is the final element of the demonstration / performance method of teaching?
- Summary
  - Evaluation
  - Analysis

**Questions 18 – 20 Reference AC 60-22, Aeronautical Decision Making**

18. When should a flight instructor begin teaching aeronautical decision making (ADM) to a student?
- Beginning with the first lesson.
  - After the student has completed the initial solo flight but before conducting cross country flights.
  - As soon as the student has the ability to control the aircraft during most basic maneuvers.
19. Aeronautical Decision Making is:
- A systematic approach to the mental process used by aircraft pilots to consistently determine the best course of action in response to a given set of circumstances.
  - A step by step guide to determine if a change has occurred that might require a well thought response.
  - Guarantees you will make effective decisions as a pilot.
20. Pilots, as a rule, try to complete a flight as planned to demonstrate they have the “right stuff.” This desire to demonstrate the “right stuff” can have an adverse effect on safety. Some of the tendencies exhibited may include:
- Getting behind the aircraft, resignation, and mind set.
  - Flying outside the envelope, machoism, and scud running.
  - Peer pressure, duck-under syndrome, loss of positional or situational awareness.

**Questions 21 and 22 Reference the Aeronautical Information Manual (AIM)**

21. The altitude at which significant effects of hypoxia occur can be lowered by several factors including:
- Carbon monoxide, anemia, alcohol, heat, and cold.
  - Nighttime, certain drugs, anxiety, and stress.
  - Carbon monoxide, alcohol, stress, and certain drugs.

22. In an effort to reduce potential flight hazards with Unmanned Aircraft Systems (UAS), pilots:
- Should specifically review Notams for UAS activity along the route of flight.
  - Should avoid flight below 400' AGL as much as possible.
  - Are urged to exercise vigilance when in the vicinity of restricted or other special use airspace, military operating areas, and any military installation.

**Questions 23 – 30 Reference AFI 34-101**

23. Flying privileges will be denied to any pilot involved in an accident, incident, unusual occurrence, or in actions which may be perceived as a violation of established directives until:
- The pilot has received a minimum of 3 hours extra training from the Chief Flight Instructor.
  - Any assigned additional training has been completed and the Club Safety Officer has determined the individual is safe to fly.
  - A reasonable determination of the facts can be made and the pilot's aero club privileges are reinstated by the installation commander.
24. All certified flight instructors are required to adhere to the guidance provided in the USAF Aero Club Instructor Standardization Guide. This guide:
- Establishes basic guidance for member checkouts and flight instruction.
  - Describes aero club pilot checkout requirements and standards, private pilot training requirements, and proper documentation of pilot training and checkouts.
  - Documents specific rules to ensure all instructors provide the exact same instruction to members and students.
25. Who can act as pilot in command (PIC) of Aero Club aircraft?
- Any club member possessing at least a valid FAA Recreational pilot certificate, valid FAA medical certification and who has successfully completed the applicable checkout requirements.
  - Any club member, employee, or aero club contractor possessing a valid FAA pilot certificate and valid FAA medical certification.
  - Any club member, employee, or aero club contractor possessing a valid FAA pilot certificate, valid medical certification, has successfully completed the applicable checkout requirements, has a valid/current 1584, and is updated in the ADP.
26. To regain the 180 day make and model landing currency requirements, the pilot shall:
- Fly with and receive a logbook endorsement from an Aero Club flight instructor.
  - Fly with and receive a logbook endorsement from an Aero Club flight instructor who will also complete an AF Form 1584.
  - Accomplish a recurrency check, a closed book exam for that make and model of aircraft, and have the instructor complete the AF Form 1584 and update the ADP.
27. All dual portions of supervised solo flights:
- Will be flown under the supervision of the chief or assistant chief flight instructor.
  - Will include three student landings at the airfield where the student will solo.
  - Will include three student landings and one go-around at the airfield where the student will solo.

28. During the day, pilots must not descend below 1,500 feet above ground level when performing the following in a single engine aircraft:

- a. Stalls or slow flight.
- b. Turns over 45 degrees of bank.
- c. Unusual attitudes.
- d. All of the above.

29. To regain any currency, pilots shall:

- a. Not carry passengers until completing a minimum of 3 takeoffs/landings (solo) to regain landing currency IAW FAA guidance.
- b. Fly with and receive a logbook endorsement from any Aero Club certified flight instructor.
- c. Accomplish a recurrency check and closed book exam for that make and model of aircraft, and complete the AF Form 1584.

30. The following restrictions and requirements apply to all members operating club aircraft as pilot-in-command.

- a. Day VFR minimums are 1,500-foot ceiling and 3 statute miles visibility. Night VFR minimums are 2,500-foot ceiling and 5 statute miles visibility.
- b. Weather minimums for IFR takeoff shall be no lower than the lowest compatible circling minimums, both ceiling and visibility, at the departure airport or the takeoff minimums listed in the Terminal Flight Information Publication for the airport, whichever are greater.
- c. Flight will not be initiated if surface winds are forecast to be greater than 30 knots, and flights will be terminated as soon as practicable if surface winds exceed 30 knots.
- d. All of the above.

**Questions 31 – 38 Reference AFMAN 34-152**

31. Which of the following statements is true?

- a. The Chief Flight Instructor shall administer all initial flight instructor proficiency checks.
- b. The Chief Flight Instructor shall administer all annual flight instructor proficiency checks
- c. The Assistant Chief Flight Instructor or Check Instructor can administer annual flight checks as required by AFMAN 34-152 to the Chief Flight Instructor.

32. Early in a student's training you demonstrate a turn around a point. The student then takes control of the aircraft and performs the maneuver flawlessly with your verbal assistance. This maneuver should be graded as:

- a. D – Demonstrated
- b. A – Accomplished
- c. P – Proficient

33. Flight Instructor responsibilities include:

- a. Stopping any club pilot, whether local or transient, from flying when, in the instructor's judgment, flight safety may be compromised.
- b. Serving on the club's Standardization Board unless they were directly or indirectly involved in an accident, incident, unusual occurrence, or action that may be perceived as a violation of established directives.
- c. Both of the above.

34. Duty Day Restrictions:
- Maximum aero club duty day is 12 hours for a single pilot or 16 hours for two qualified pilots in an aircraft with dual flight controls.
  - Flight duty day begins when the pilot(s) report(s) to the aero club for the first flight, or to the duty location (place of employment) for the first duty (work) of the day, whichever occurs first.
  - Minimum crew rest between duty days is 10 hours after 8 hours or less of duty time, 12 hours for more than 8 hours duty time.
  - All of the above.
35. To be approved for Aero Club operations, the runway must be at least:
- 2,000 feet long, or the sum of the aircraft takeoff and landing ground roll, whichever is greater.
  - 40 feet wide.
  - Have an FAA approved control tower.
36. Minimum altitude for aero club operations (except in the traffic pattern) is:
- 500 feet AGL.
  - 1000 feet AGL unless accomplishing requirements directed by an approved syllabus of instruction.
  - 1000 feet AGL unless an instructor is on board.
37. Solo student pilots:
- Must not fly when the actual or forecast crosswind component for takeoff or landing exceeds 10 knots or surface winds exceed 20 knots.
  - Shall not fly at night.
  - Shall not perform touch-and-go landings.
  - All of the above.
38. The first 2 solo cross country flights:
- May be to any airport approved by the Chief Flight Instructor.
  - Must be to airports with an FAA approved control tower.
  - Must be to airfields they have previously been to with their instructor.

***Question 39 References AC 61-98D, Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check***

39. For a person to regain instrument currency through an instrument proficiency check (IPC), the check must consist of:
- The areas of operation and instrument tasks required in the instrument rating Airman Certification Standards (ACS).
  - Minimum of 3 instrument approaches, holding, tracking courses, and must be at least an hour in duration.
  - An ILS approach and a VOR and / or RNAV approach, holding, and tracking courses and be conducted by a Designated Pilot Examiner.

**Questions 40 – 50 Reference the USAF Instructor Standardization Guide**

40. Members checked out in more than one make and model must maintain landing currency in each make and model in which they are qualified. However, they only have to demonstrate annual proficiency in their most complex aircraft.
- True
  - False
41. All Aero Club checkouts and student syllabus stage checks should be completed using:
- The applicable ACS standards for the selected maneuvers.
  - The maneuvers listed in the ACS for FR or IPC.
  - The instructor's own judgement for completion standards.
42. Recurrency checks for pilots with less than three takeoffs/landings in the previous six months in that particular make and model:
- Require re-accomplishing a closed book exam for that aircraft.
  - Require the instructor to complete a new Form 1584 and update the ADP.
  - Both of the above.
43. All Checkouts should be completed in full. Instructors may credit pilots for a task if:
- It has been demonstrated satisfactorily or it has been verbally discussed to a satisfactory level.
  - A similar task has been demonstrated at a greater level of complexity.
  - Both of the above.
44. Checkouts may be combined where appropriate, but each task of each checkout must still be completed.
- True
  - False
45. The Initial and/or Annual Standardization checkout may be credited as a Flight Review.
- This requires prior agreement with the instructor.
  - Any assignments or additional tasks as per FAA guidelines must be completed.
  - Both of the above.
46. After an initial or annual checkout is completed:
- An AF Form 1584 will be completed and placed in the member's folder.
  - The Automatic Dispatch Program (ADP) will be updated.
  - FAA WINGS credit can be requested from the instructor.
  - All of the above.



47. The Initial Instrument checkout:

- a. Should include at least three total approaches including one precision and two non-precision approaches.
- b. Should include at least one hand-flown approach, and one partial panel approach for non-precision approaches.
- c. May be credited as an IPC with prior coordination with the instructor.
- d. All of the above.

48. Basic landing currency for Aero Club members:

- a. Is not required if the member is not carrying passengers.
- b. May be regained by the member without an instructor.
- c. Is based on the total flight time of the member. (i.e.; over 200 hours vs less than 200 hours).

49. The one-time night checkout:

- a. Is required to act as PIC any time after sunset.
- b. Should include at least one landing without the use of the landing light.
- c. Both of the above.

50. The minimum passing score on any test is 80%. Members with a score of less than 80% shall:

- a. Retake that test.
- b. Not be allowed to fly for 1 year from the date of that test.
- c. Be referred to the Chief Instructor for additional training.