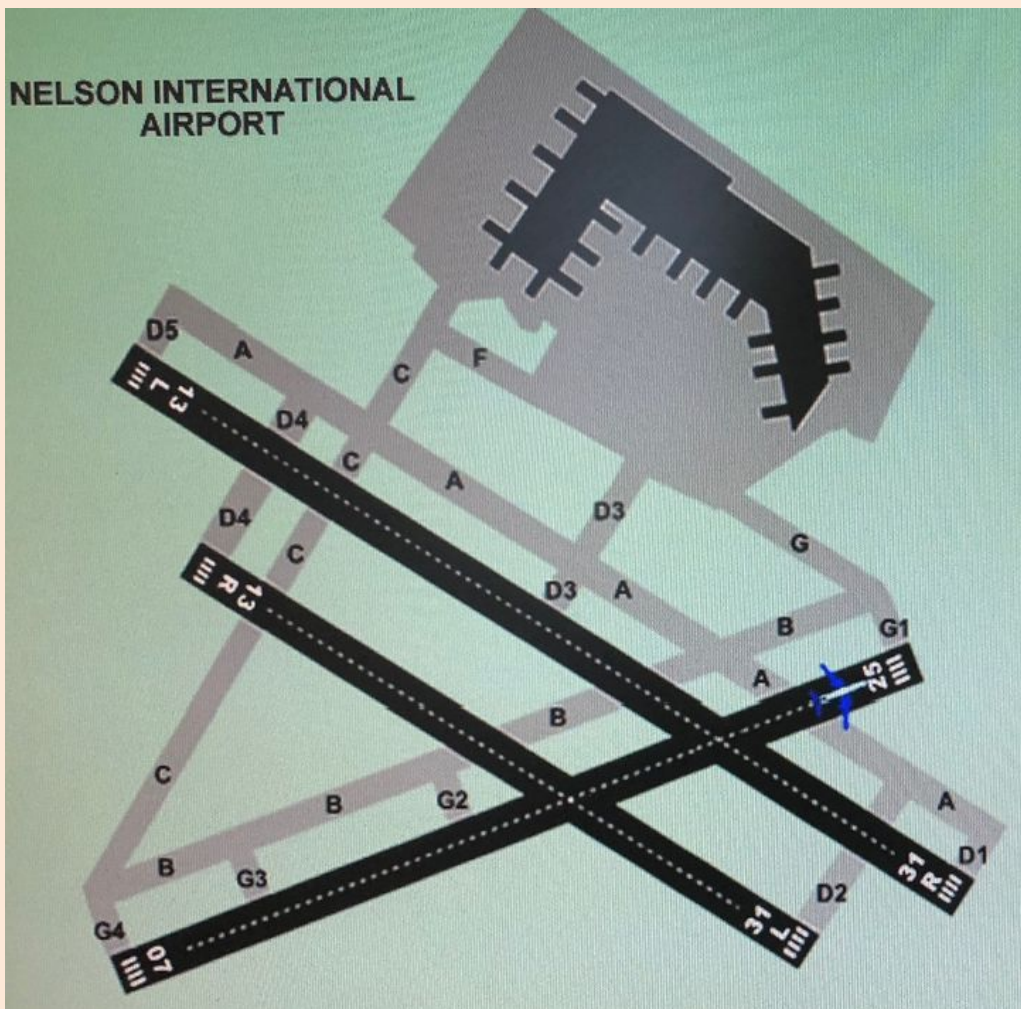


- SECTION 1

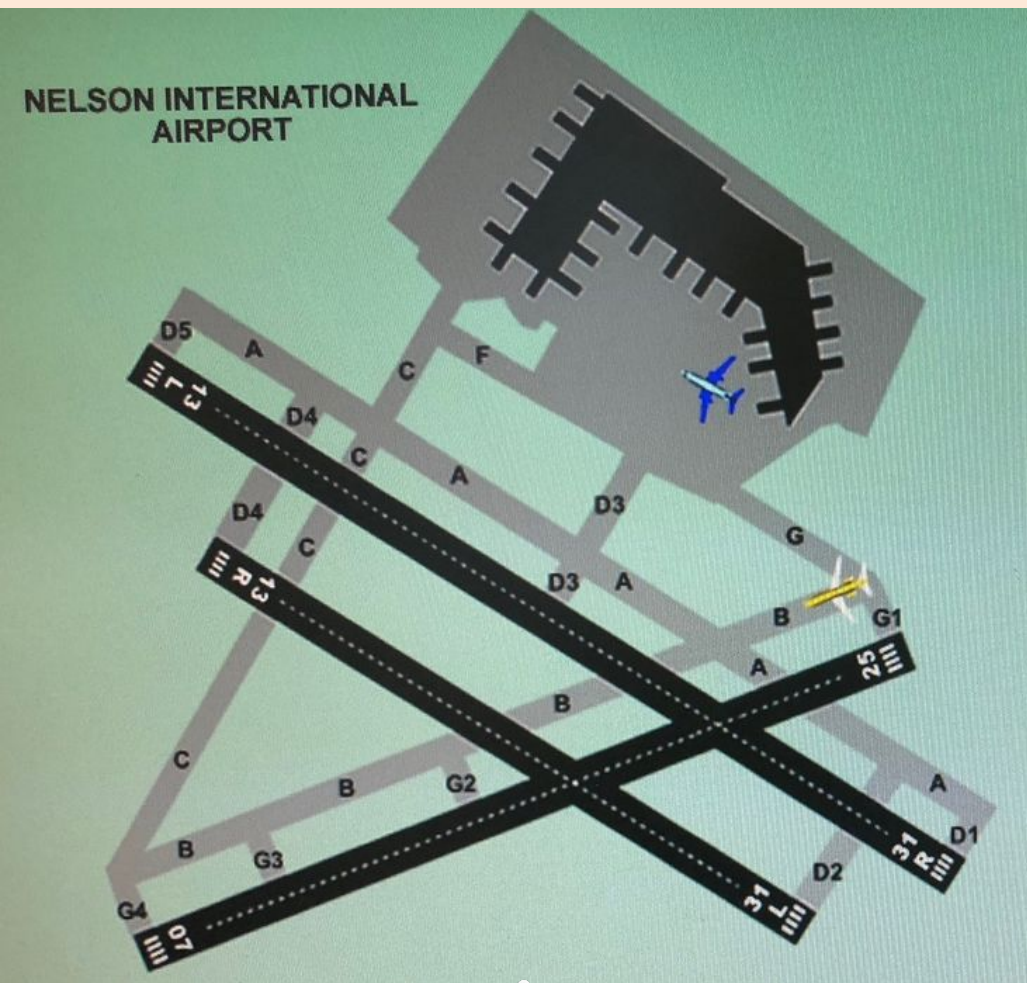


Question 1

Listen to an aircraft arriving at Nelson

What should Transtar 44 do next?

- a) wait on taxiway Alpha to be towed to the terminal.
- b) wait on taxiway Golf for a disabled vehicle to be towed away.
- c) leave the runway to the left onto taxiway Alpha, then turn onto taxiway Bravo.
- d) wait on taxiway Golf until a vehicle shows the way to the terminal.



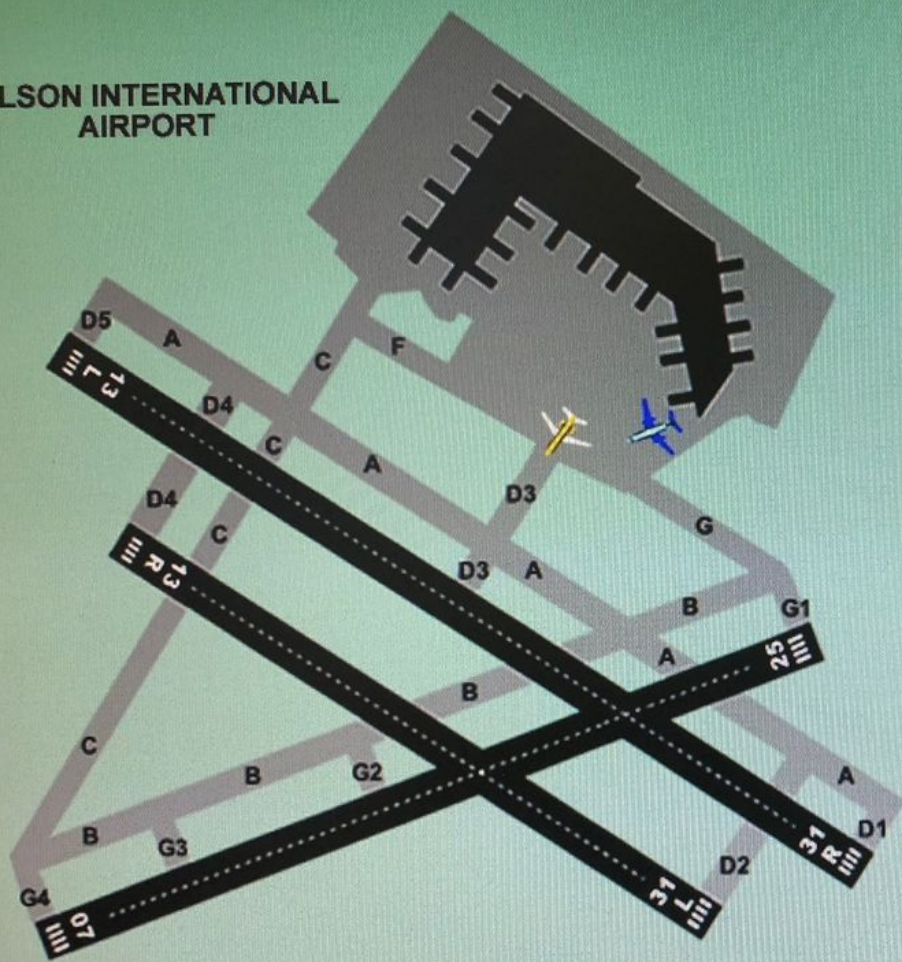
Question 2

Listen to an aircraft request taxi clearance

What should Pacific 183 do next?

- a) taxi to the threshold of Runway 25.
- b) hold at hold point Delta 3.
- c) give way to a vehicle.
- d) taxi to holding point Alpha.

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Question 3

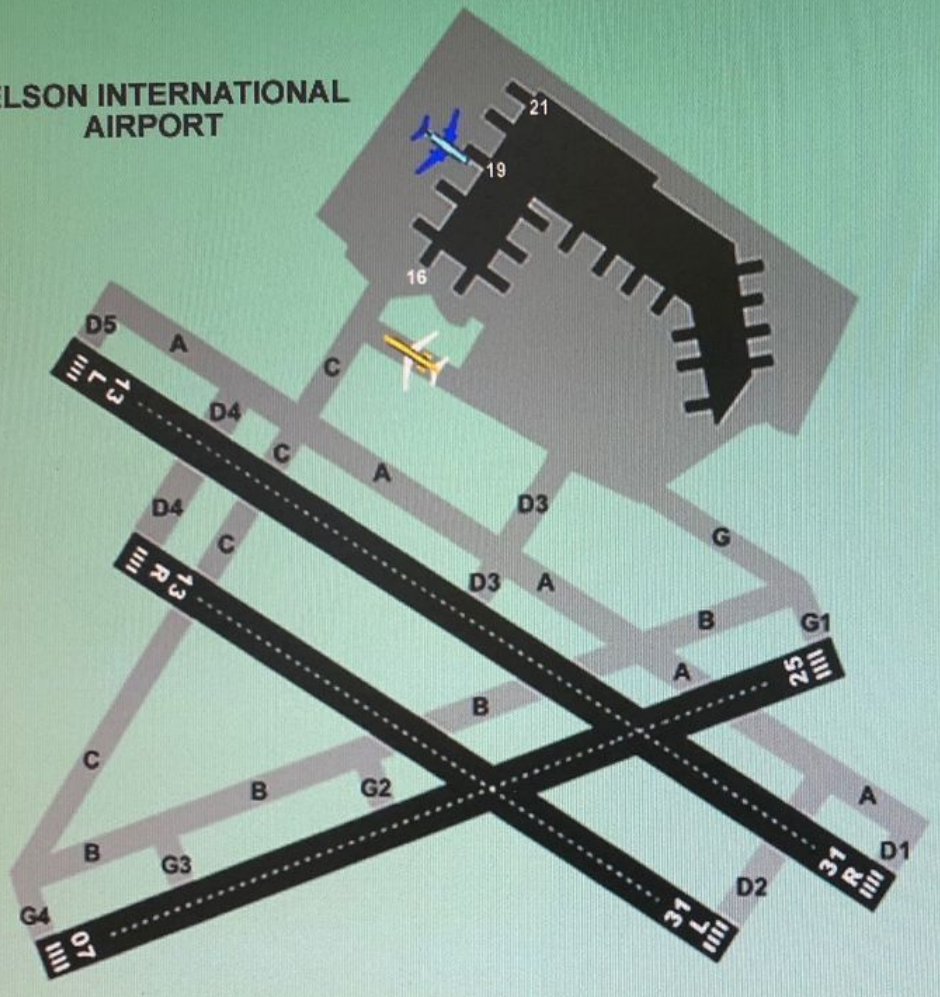
Listen to an aircraft request taxi clearance

Where is the work in progress?

- a) in the middle of a taxiway intersection.
- b) to the north, on the apron.
- c) on one side of taxiway Delta 3.
- d) south of taxiway Alpha.



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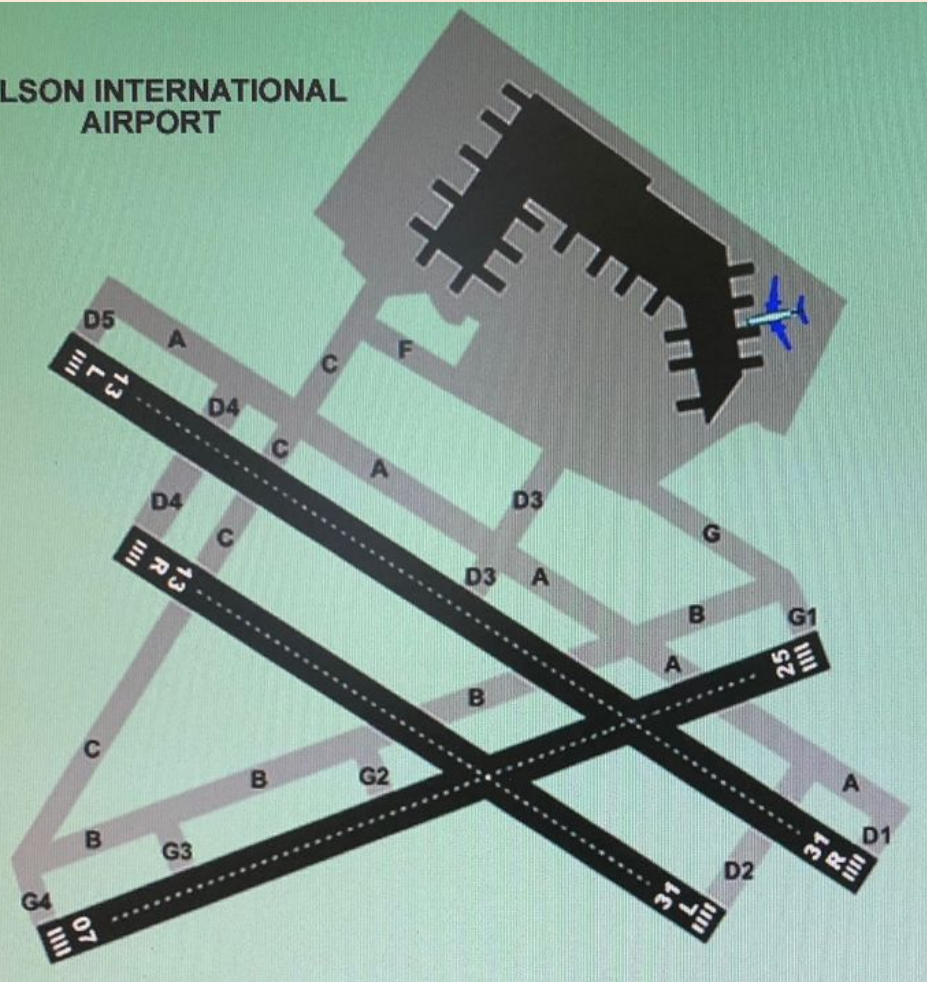
Question 4

Listen to an aircraft receiving taxi instructions

What did ATC instruct Skyways 509 to do?

- a) wait until another aircraft is next to Bay 16, then continue to taxi.
- b) move to a position next to Bay 16, then give way to another aircraft.**
- c) hold position and wait until another aircraft has parked.
- d) taxi immediately clear of the apron.

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Question 5

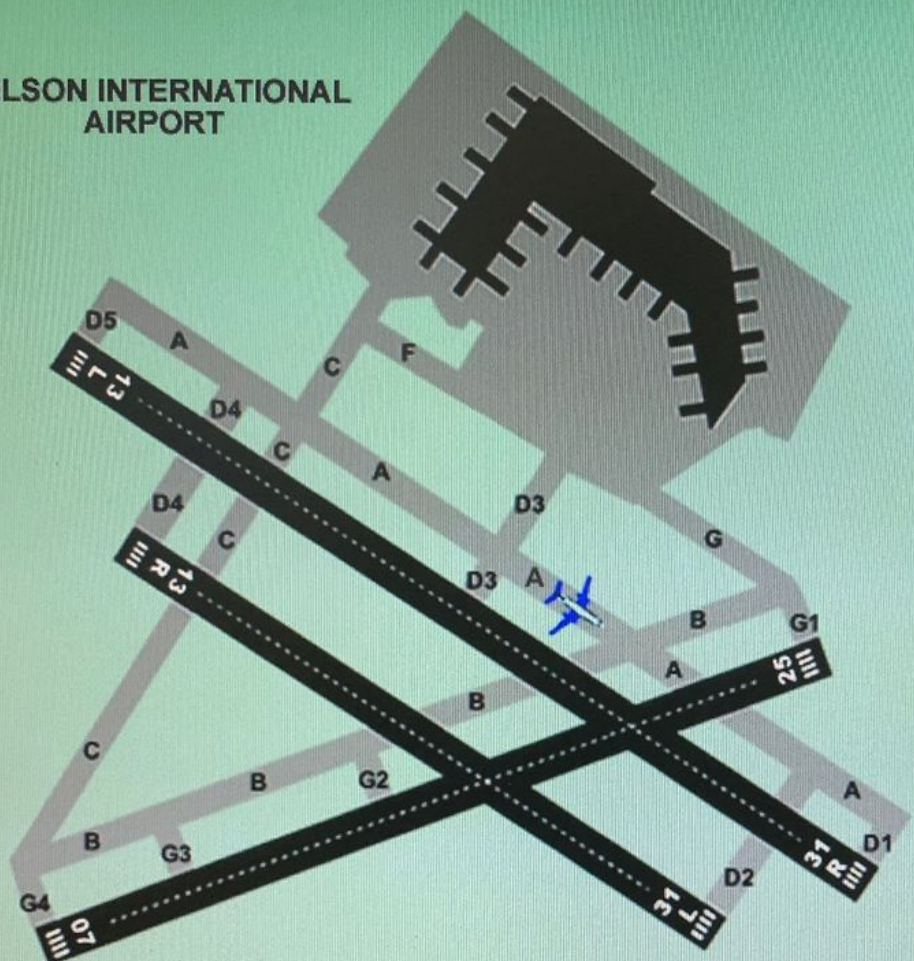
**Listen to Information Uniform for
Nelson Terminal Area**

**Which of the following information is
correct for Information Uniform?**

- a) lightning has been reported over the airport.
- b) the temperature has been updated.
- c) Cumulo Nimbus clouds have cleared.
- d) the wind information has been updated.



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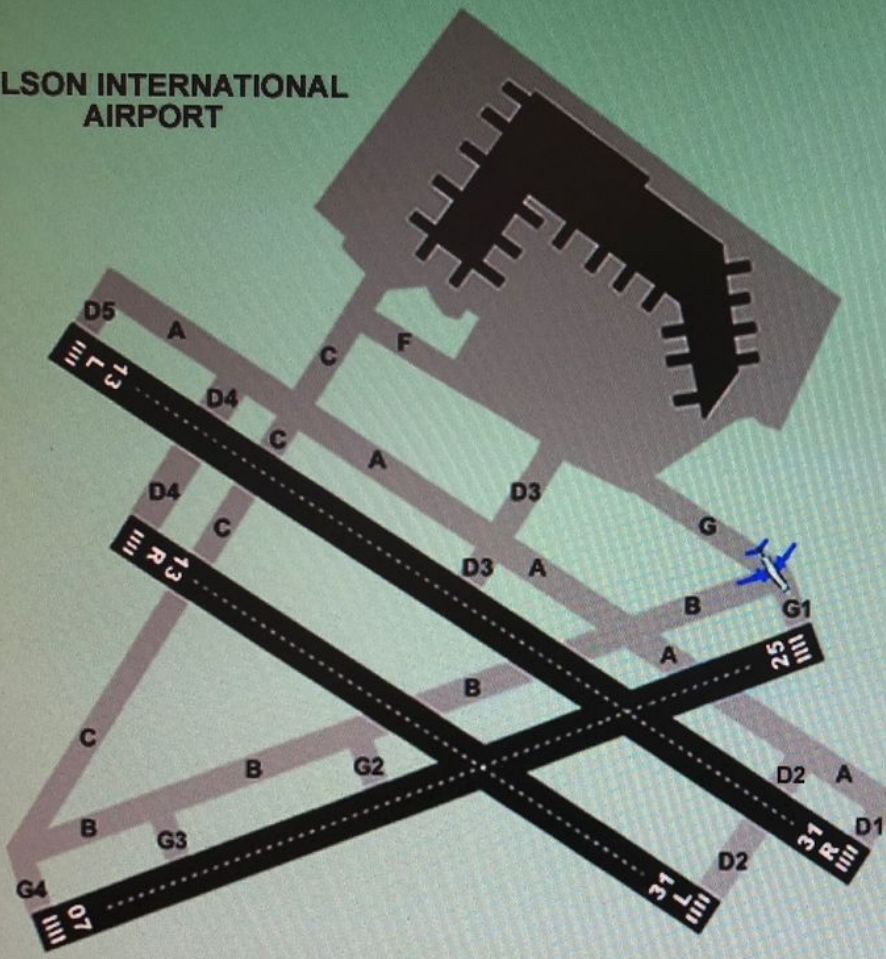
Question 6

Listen to an aircraft receiving taxi instructions

Why has Qantas 314 been instructed to turn onto taxiway Bravo?

- a) because the lighting on Runway 31 Right is not available.
- b) because another aircraft has reported a delay vacating Runway 31 Right.
- c) to change to Runway 25 due to a problem with taxiway lighting.
- d) because of an emergency on Runway 31 Right.

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Question 7

Listen to an exchange between an aircraft and ATC before departure

Which of the following shows the order of events for Qantas 314?

- a) line up, wait then takeoff without delay.
- b) wait, line up then takeoff without delay.**
- c) line up quickly, wait then takeoff.
- d) wait until two aircraft have landed then takeoff without delay.





Question 8

Listen to an aircraft on approach to Nelson

Why does ATC offer Pacific 33 a missed approach?

- a) because the active runway has changed to Runway 13 Left.
- b) because Runway 13 Right is not serviceable.
- c) because objects on Runway 13 Left could be a problem.
- d) because an aircraft with a landing gear problem has not vacated Runway 13 Left.



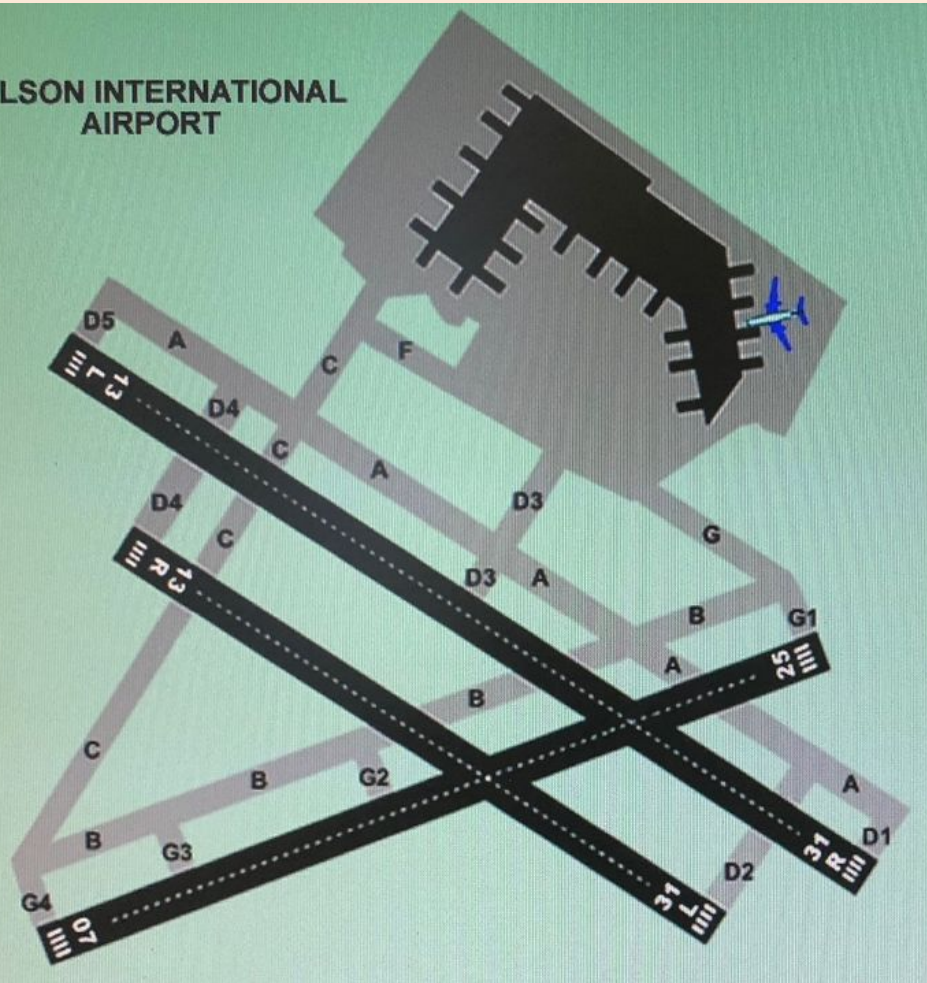
Question 9

Listen to an exchange between an aircraft and ATC after departure

What does ATC tell the pilots of Ibisair 587?

- a) that an amended route is no longer available.
- b) that they must now fly a different route.
- c) that they can choose to change their planned route.**
- d) that they should hold in their present position.

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Question 10

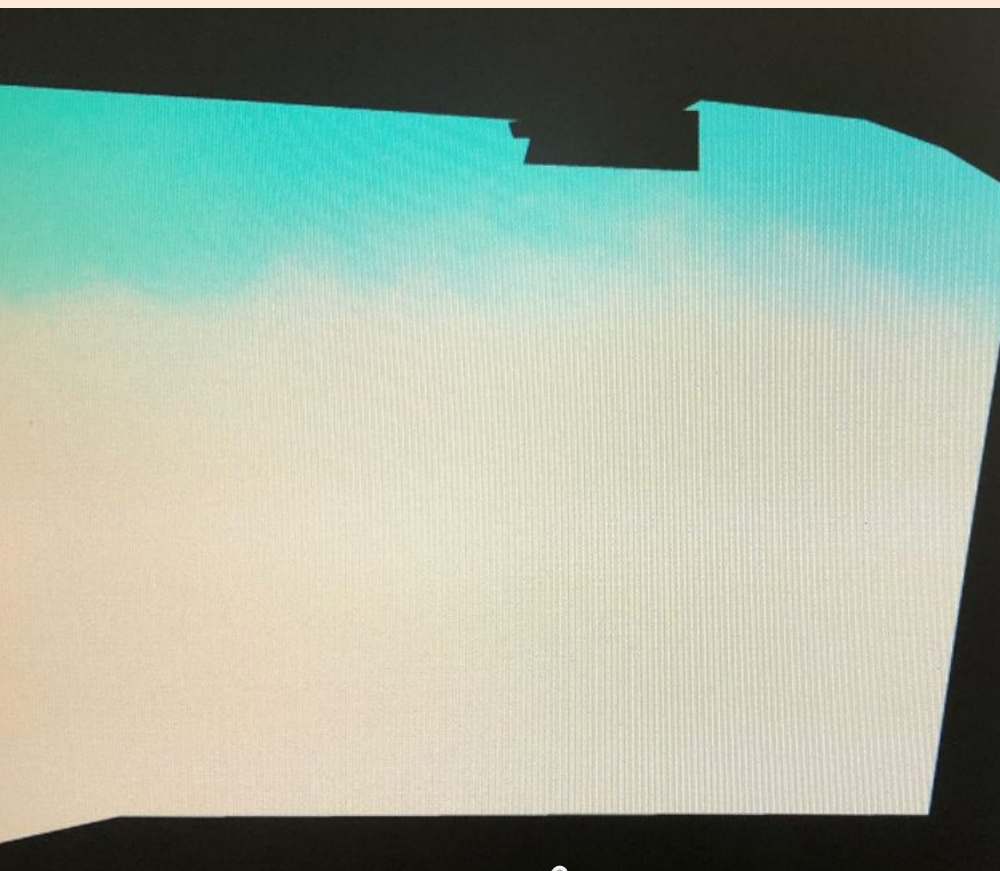
Listen to an aircraft receive taxi instructions

What did ATC advise Liberty 303?

- a) that all departures were now from Runway 31 Right.
- b) that Runway 25 was closed because of windshear.
- c) to be aware of windshear near Runway 25.
- d) to depart from Runway 31 Right to avoid wake turbulence on Runway 25.



- SECTION 2



QUESTION 1

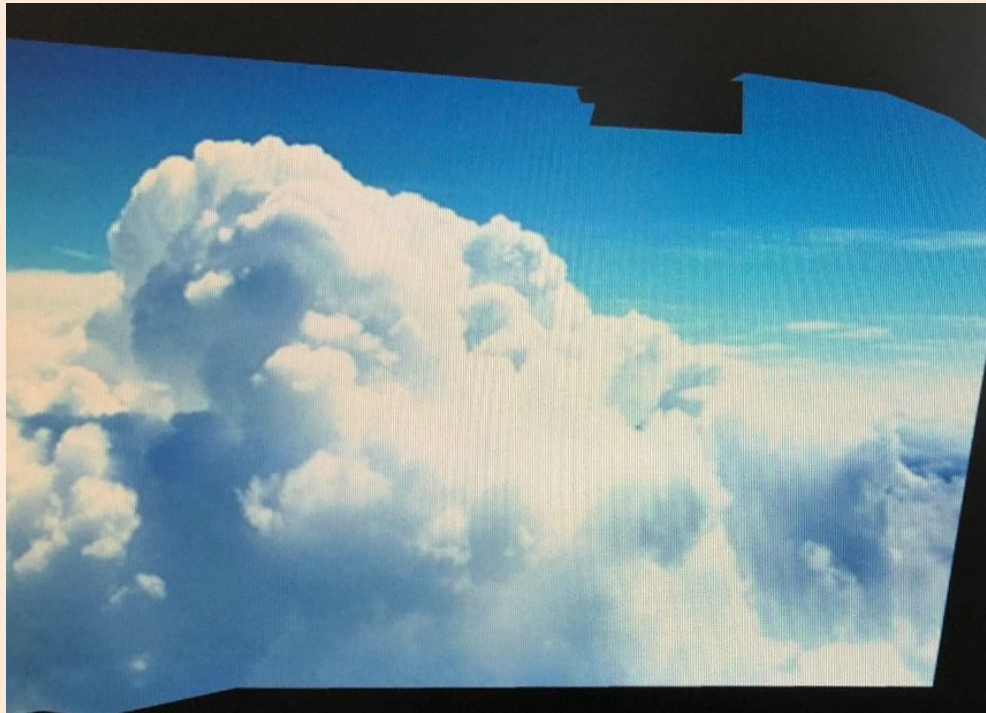
When first contacting Pacific 119, ATC advised that other aircraft:

- a) were in cloud in front of Pacific 119
- b) in front of Pacific 119 had needed to avoid bad weather.**
- c) wanted to know if there was bad weather in front of them .
- d) were overtaking Pacific 119 from the right.

QUESTION 2

When Pacific 119 updated the weather conditions, the pilots advised ATC they could:

- a) remain on their current flight path because there were no storms in the area.
- b) change their current flight path because there were storms to the west
- c) remain on their current flight path because there were no storms to the north.**
- d) change their current flight path to avoid storms in front of them.



QUESTION 3

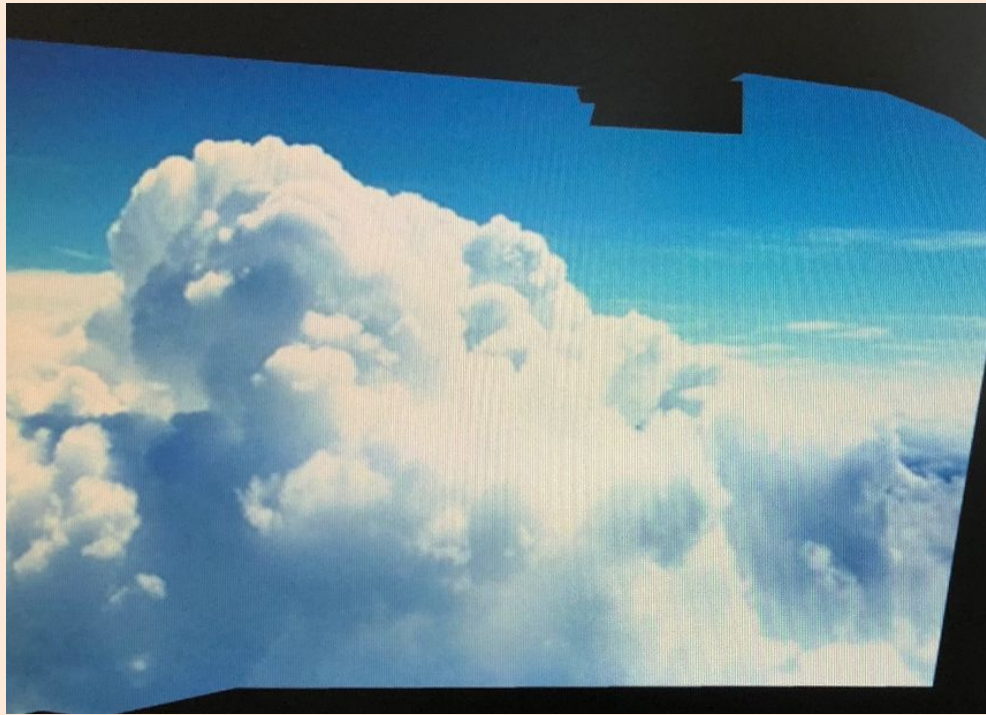
Pacific 119 called ATC again to report they had bad weather:

- a) behind them, and they could remain on their current flight path.
- b) in front of them, and they needed to change their speed.
- c) in front of them, which they needed to avoid.
- d) to their right, but they could remain on their current flight path.

QUESTION 4

ATC instructed Pacific 119 to descend quickly:

- a) to 10000 feet because another aircraft was crossing in front of them.
- b) to 10000 feet because another aircraft was flying towards them.
- c) through 10000 feet because other aircraft were avoiding storms in front of them.
- d) because another aircraft was descending in front of them.



QUESTION 5

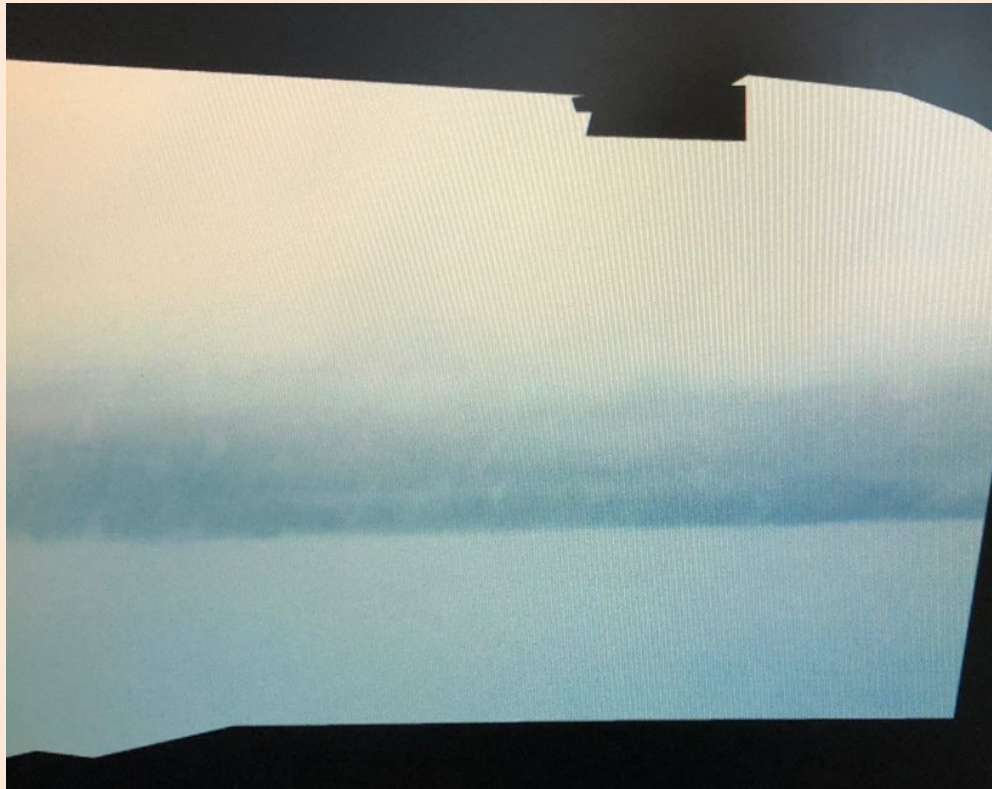
When Pacific 119 asked for a radio check, ATC advised that they could:

- a) not hear their communications.
- b) hear their transmissions but their voices were very quiet.
- c) only hear part of their communications.
- d) hear their communications clearly.

QUESTION 6

After leaving 6000 feet, Pacific 119 advised that lightning had:

- a) damaged the radio and it did not work properly.
- b) damaged the radio but it was working again.
- c) damaged the aircraft's radome.
- d) not caused any damage.



QUESTION 7

When giving Pacific 119 squawk instructions, ATC advised the pilots to:

- a) use their current identification code.
- b) expect to receive a new identification code soon.
- c) change to a new identification code.
- d) change to the identification code ATC had given them earlier.

QUESTION 8

After clearing Pacific 119 to continue descent, ATC advised the pilots to:

- a) continue in the same direction to prepare for approach.
- b) contact the Tower when they intercept the extended runway line.
- c) change direction when they are 10 miles from the airfield.
- d) continue in the same direction until they reach 3000 feet.



QUESTION 9

After ATC asked Pacific 119 about the cloud level, the crew advised they:

- a) had flown out of some cloud but could still see more cloud below them.
- b) were flying in and out of the clouds.
- c) were still in the cloud but thought they would fly out of it at 2000 feet.
- d) could not maintain altitude because of broken flight controls.

QUESTION 10

After ATC cleared Pacific 119 to land, the pilots reported they had experienced:

- a) rough conditions and lightning to the east of the airfield.
- b) rough conditions above 1000 feet.
- c) smooth conditions throughout descent.
- d) smooth conditions above 1000 feet and lightning to the south.

- SECTION 3

QUESTION 1

Why was the flight first delayed?

- a) because bags and cargo had to be removed from the aircraft.
- b) because the aircraft could not be disconnected from the tug.
- c) because at first, the aircraft was too heavy.
- d) because they needed to wait for passengers coming from another aircraft.



QUESTION 2

Why did Amy think the passenger, Mr. Lang, started yelling?

- a) because he was drunk.
- b) because other passengers started to argue with him.
- c) because he had not taken some medicine.
- d) because he had taken too much medicine.



QUESTION 3

Why did the pilots decide to return to Nelson?

- a) because they didn't have enough fuel to land at another airport.
- b) because the closer airport was closed.
- c) because flying to Nelson would reduce the fuel and aircraft weight for landing.
- d) because Nelson was the closest airport.

QUESTION 4

What did Amy do after Mr Lang became violent?

- a) checked if a security guard was on board.
- b) informed the captain.
- c) moved Mr. Lang to a different part of the aircraft.
- d) asked a security guard to move Mr. Lang.



QUESTION 5

Why was Amy glad that Mr Lang had vacated his seat?

- a) because she thought Mr Lang would become angry if he was sitting down.
- b) because other passengers had complained to Amy about Mr Lang.
- c) because she was worried he might try to open the door.
- d) because the passengers in that area were afraid.

QUESTION 6

How did the sky marshal finally control Mr Lang?

- a) he moved Mr Lang to another seat at the front of the aircraft.
- b) he spoke to Mr Lang and calmed him down.
- c) he secured Mr Lang to his seat
- d) he secured Mr Lang to a seat at the back of the aircraft



QUESTION 7

Why did Jenny contact the airline company?

- a) to ask for police to meet the aircraft after they landed.
- b) to ask for advice about what the crew should do next.
- c) to explain that they would be delayed.
- d) to ask for the company to arrange for a special parking area.

QUESTION 8

Why didn't the crew declare an emergency?

- a) because ATC had already helped them fly to the airport a quicker way.
- b) because Mr Lang had been controlled and he was no longer dangerous.
- c) because Mr Lang had gone to sleep and was no longer a problem.
- d) because the crew didn't have time to call ATC.



QUESTION 9

Why did Amy call the flight deck during descent?

- a) because Mr Lang was less dangerous than before.
- b) because Mr Lang was shouting at Amy.
- c) because they could not control Mr Lang.
- d) because she wanted the aircraft to divert to another airport.

QUESTION 10

How did Tower ATC help the pilots on arrival?

- a) by directing the pilots to a special parking area.
- b) by giving the pilots the shortest taxi route to the terminal.
- c) by allowing the pilots to turn the aircraft around so they could taxi to the gate.
- d) by directing the police to the aircraft so they could get on board.

