

1. On aircraft with INS, when must the MSU ALIGN lights be extinguished and the NAV mode selected?
2. Can the INS be aligned and calibrated while the aircraft is moving?
3. How long must the MSU's be selected to NAV prior to initializing the UNS-1F?
4. What should you do if a red WRN (flashing) light illuminates during the INS alignment process?
5. What must you do if a (steady) red WRN light illuminates? (INS)
6. Normal INS alignment time is how long? What if it's cold outside?
7. When might you select ATT REF on the INS MSU in flight? How does that affect how you would shoot an ILS?
8. The INS battery provides power for uninterrupted INS operation for how long?
9. You're outside the airplane. How would you know if the INS's are on battery?
10. The MSU BATT light illuminates. What does that mean? What about the AMBER BAT light on the pedestal?
11. What are the normal minimum V1 speeds for our aircraft?
12. You are landing in Gander. The ATIS reports the braking action as .13. What can we expect?

13. If actual takeoff gross weight exceeds the planned TOGW on the flight plan, the Captain must submit an Irregularity Report. Exceeds by how much?
14. How do we know if the plane we are operating requires ballast fuel?
15. Max weight to land with 30 flaps and still remain stage III is?
16. When must the flight plan include ETPs?
17. Is there ever a weight penalty for using anti-ice on takeoff?
18. When is snow considered to be "dry"?
19. The aft fuselage of the aircraft will contact the ground at what degree of nose up pitch?
20. When must we use max power for takeoff?
21. There is clutter on the runway. When is a takeoff not authorized?
22. Which manuals are the FO required to carry?
23. Engine starts must be aborted for numerous reasons. State them.
24. How many start attempts are allowed per engine?

25. When must nacelle anti-ice be used.
26. You are climbing through FL300 in visible moisture with a SAT of -41. The anti-ice will be on, right?
27. You are descending into JFK and the controller requests that you expedite your descent. You are the NFP. While passing 21500', the FP calls for flaps 1. What should you do?
28. How much frost may be on the wing on the aircraft without having to deice?
29. Pratt and Whitney engines have a "Rich" position on the start levers. Do we ever use this?
30. Are there any special considerations while taxiing with nacelle anti-ice?
31. When must fuel heat be used?
32. Why do the EPR gauges fluctuate during fuel heat ops?
33. You are at an en-route stop. Should the window heat be turned off?

34. You are expecting the back course approach to RWY in Gander. Describe how you would set up the radios, course selectors and, flight director.

35. The CA has aborted the take off. What are your duties?

36. How long does it take the brakes to reach peak temperature after an abort?