



**Federal Aviation
Administration**

Initial En Route Qualification Training

**Lesson 38
Emergencies
End-of-Lesson Test**

Course 50148001

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Initial En Route Training

Lesson 38

Emergencies

End-of-Lesson Test – Variation 1

Lesson 38 Objectives:

On an End-of-Lesson Test and in accordance with FAA Order JO 7110.65, you will identify procedures and responsibilities for handling:

- Aircraft emergencies
 - Unusual situations
 - Overdue aircraft
 - Radar failure
 - Communication failure
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Directions: Items 1 through 7 and 9 through 13 are multiple choice. Indicate your selection by circling the appropriate letter. Item 8 is multiple correct. Mark the correct responses in the spaces provided.

1. Which of the following indicators is repeated by the pilot three times during a distress condition?
 - A. MAYDAY
 - B. DISTRESS
 - C. ALERT
 - D. PAN-PAN

2. An example of an emergency that should be declared by facility personnel is a(n) _____.
 - A. aircraft declaring minimum fuel
 - B. unexpected loss of radar and radio contact with an aircraft
 - C. total loss of radar contact only
 - D. total loss of radio contact only

EMERGENCIES
End-of-Lesson Test – Variation 1 *(Continued)*

3. An aircraft emergency is considered to exist when _____.
 - A. an Emergency Locator Transmitter (ELT) signal is heard or reported
 - B. the pilot reports severe turbulence
 - C. reports are received that a parachutist was sighted
 - D. FSS calls with an INREQ

4. The facility in communication with the aircraft in distress must _____.
 - A. request an escort for the aircraft
 - B. advise the aircraft to change to the emergency frequency
 - C. transfer responsibility to the Rescue Coordination Center (RCC)
 - D. handle the emergency

5. When a foreign air carrier is involved in an emergency, notify the _____.
 - A. ARTCC serving the departure or destination airport
 - B. International Civil Aviation Organization (ICAO)
 - C. State Department
 - D. terminal facility serving the departure or destination airport

6. What minimum information is required to assist an inflight emergency?
 - A. Aircraft ID, fuel remaining (in time), and number of people on board
 - B. Aircraft status, type of emergency, and weather conditions
 - C. Aircraft ID and type, nature of emergency, and pilot's desires
 - D. Aircraft type, fuel remaining (in time), and altitude

EMERGENCIES
End-of-Lesson Test – Variation 1 *(Continued)*

7. After initial radio contact with an aircraft in distress, you should have the aircraft _____.
A. change to frequency 121.5 MHz or 243.0 MHz
B. change to a sector frequency not being used
C. change to emergency frequency after 3 minutes
D. remain on initial contact frequency
8. Coordinate all efforts possible to assist any aircraft believed to be _____.
(Mark all that apply.)
_____ at incorrect altitude for direction
_____ overdue
_____ military refueling
_____ lost
_____ in emergency status
_____ Airforce One
9. Who is responsible for initiating coordination efforts when an ELT is heard or reported?
A. Pilot
B. Flight Services
C. Air Traffic Controller for the sector
D. Supervisor

EMERGENCIES
End-of-Lesson Test – Variation 1 *(Continued)*

10. An aircraft is considered overdue when **NEITHER** radio **NOR** radar contact can be established and _____ minutes have elapsed since the ETA over specified or compulsory reporting point or clearance limit in your area, or the clearance void time.”
- A. 15
 - B. 20
 - C. 30
 - D. 40
11. An ALNOT is issued, 50 miles either side of the route from the last reported position to the destination, to all _____.
- A. FAA facilities and the Area A teletype
 - B. military SAR units and ROC
 - C. ARTCCs
 - D. Flight Service Stations contacted by the aircraft along the route
12. Normal air traffic control is resumed after the _____ minute traffic suspension has expired if operators or pilots of other air craft concur.
- A. 15
 - B. 20
 - C. 30
 - D. 45
13. What can you expect from a pilot experiencing radio failure in VFR conditions?
- A. Continue to the destination at the last assigned altitude.
 - B. Land as soon as practicable.
 - C. Squawk 7700.
 - D. Maintain the last assigned altitude or MEA, whichever is higher.