

## Questions 36-50 Local Area Procedures

*(Based on KFC SOPs dated 22 April 2026)*

36. (SOP 3.1.15) For operations east of base ops, engine run-up will be performed \_\_\_\_\_ . When taxiing to the east side of the hangar, \_\_\_\_\_ .

- A. no closer than 50 feet from the hangar on the west side of the road; cross the red line and road, and stop no closer than 50 feet from the hangar.
- B. east of the road in the Restricted Area; shut down west of the road (no closer than 50 feet from the hangar), deplane and proceed to the hangar manually towing the airplane.
- C. east of the road in the Restricted Area; shut down east of the road, deplane, and proceed to the hangar manually towing the airplane.

37. (SOP 3.1.26) Pilots will \_\_\_\_\_ for all flights outside the local area.

- A. file a flight plan and activate that flight plan
- B. obtain a weather briefing, prepare a flight and consider filing the plan
- C. coordinate with Clearance Delivery for flight following when convenient

38. (SOP 3.1.27) A thorough pre-flight weather briefing will be obtained from Flight Service or Flight Center or FAA-approved weather services within \_ hours prior to departure.

- A. 1
- B. 2
- C. 3

39. (SOP 3.5.7) Local area conditions considered to pose a hazard include the following:

- A. Surface winds above 25 knots (including ½ the gust factor), or gusts exceeding 30 knots.
- B. Lightning and / or thunderstorms within five miles of Albuquerque International Sunport,
- C. Hail or tornadoes.
- D. All of the above.

40. (SOP 5.3.1) Aircraft Accident and Incident Reports. Before submitting any report, coordinate the report with the \_\_\_\_\_. If asked to meet with an FAA representative, if possible, coordinate the meeting with the \_\_\_\_\_ .

- A. Flight Center Manager and Chief Flight Instructor; Flight Center Manager and / or Chief Flight Instructor.
- B. Flight Center Manager and Squadron Commander; Flight Center Manager and Squadron Commander.
- C. Flight Center Manager and / or Chief Flight Instructor.

41. (SOP 1.2.3) When a Safety Meeting is missed, flying privileges, whether as PIC, flight with an instructor, or as a passenger, for any member, are denied until cleared by the Manager or Chief Flight Instructor.

- A. True
- B. False

42. (SOP 1.2.4) If a member misses \_\_\_\_\_ in a row, the member \_\_\_\_\_ a safety meeting prior to regaining flying privileges. Without formal approval, absences from safety meetings will be considered \_\_\_\_\_ at a safety meeting before flying privileges are reinstated.

- A. two safety meetings; must review; unexcused absences requiring attendance
- B. three safety meetings; must attend; unexcused absences requiring attendance
- C. three safety meetings; must explain to the Force Support Squadron Commander why the meetings were missed and attend; unexcused absences requiring attendance

43. (SOP 1.3.2) Failure to use an airplane as scheduled without canceling a reservation, or chronic "no shows" \_\_\_\_\_

- A. will result in membership termination.
- B. will result in the member being charged \$35.00.
- C. will result in the member being charged \$135.00.

44. (SOP 3.1.7.1) Flight Center aircraft will not be taxied closer than \_\_\_\_\_ behind a large aircraft whose engines are running.

- A. 300 feet
- B. 500 yards
- C. 500 feet

45. (SOP 3.1.10.2) Albuquerque Approach / Departure Control vectors numerous aircraft over the northwest practice area. Watch for inbound or outbound traffic to Albuquerque International Sunport, particularly when operating above

- A. 8500' MSL.
- B. 7500' MSL.
- C. 9500' MSL.

46. (SOP 3.1.31.10.1) You are cross-country and during the pre-takeoff check at KLBL, the left mag drops 400 RPM and is very rough. The local FBO estimates the repairs will be \$400.00. What should you do?

- A. Authorize and pay for the repair, but save the receipt so the Flight Center will reimburse your account.
- B. Authorize and pay for the repair and deduct the repair expense from your Flight Center invoice
- C. Contact the Flight Center Manager and obtain approval for the repair.

47. (SOP 3.5.3) You are cross-country and your aircraft was parked outside overnight. When you arrive in the morning the aircraft has a layer of frost and ice. You should

- A. Takeoff if the frost and ice don't look too thick.
- B. Ask the FBO to tow the aircraft into a heated hangar until all frost and ice are removed.
- C. Scrape the aircraft with credit cards or shovels to get ice off.

48. (SOP 3.1.31.4) You flew to KELP to visit friends. While there, they want you to fly them to MMCS in Mexico for some shopping. If you call the Flight Center, can the FlightCenter Manager or Chief Flight Instructor approve this change to your cross-country request?

- A. Yes
- B. No

49. (SOP 3.1.31.9) You are in the South Practice Area and experience high engine oil temperature. You decide to accomplish a precautionary emergency landing on a dirt road. After an hour, you see the engine oil temperature has returned to normal indications, and you determine you can take off and return to the Sunport. Are you authorized to do this?

- A. Yes
- B. No

50. (SOP 5.1.2) Safety will be the first consideration in all actions. If the pilot, student, or instructor is not absolutely certain the flight can be accomplished safely, the flight will be canceled.

- A. True
- B. False