

Internal Questionnaire AMDT 7

1. An aircraft is flying at FL70 on the THINK 1D SID. A level restriction of FL210 is defined at waypoint THINK which shall be adhered to. What is the correct clearance for climbing to FL240?
 - a) CLIMB FL240
 - b) CLIMB VIA SID FL240**
 - c) CLIMB FL240 VIA SID
 - d) VIA SID CLIMB FL240
 - e) CLIMB VIA THINK 1D FL240

2. An aircraft on the SID THINK 1D with published level and speed restrictions is cleared to climb. Only the level restrictions shall not be adhered to. What is the correct clearance?
 - a) CLIMB UNRESTRICTED FLxxx
 - b) CLIMB FLxxx
 - c) CLIMB FLxxx, CANCEL LEVEL RESTRICTIONS
 - d) CLIMB VIA SID FLxxx, CANCEL LEVEL RESTRICTIONS**
 - e) CLIMB VIA THINK 1D FLxxx, CANCEL LEVEL RESTRICTIONS

3. An aircraft is flying at ALT 3000ft on the THINK 1D SID with level and speed restrictions up to ALT 5000ft. The aircraft shall be instructed to climb to FL100 at a climb rate of 2000ft/min or greater and not adhere to level restrictions. Speed restrictions shall be adhered to. What is the correct clearance?
 - a) CLIMB FL100 AT 2000FT PER MINUTE OR GREATER
 - b) CLIMB FL100 AT 2000FT PER MINUTE OR GREATER CANCEL LEVEL RESTRICTIONS
 - c) CLIMB FL100 AT 2000FT PER MINUTE OR GREATER, MAINTAIN SPEED RESTRICTIONS**
 - d) CLIMB VIA SID FL100

4. An aircraft is flying at ALT 3000ft on the THINK 1D SID with level and speed restrictions up to ALT 5000ft. The aircraft shall be cleared to climb without adhering to the restrictions valid up to FL100 or for separation reasons, at a rate of 2000ft PER MINUTE OR GREATER. The restrictions up to the cleared level shall not apply. Which of the following clearances are correct (several answers apply)?
 - a) CLIMB FL100 UNRESTRICTED
 - b) CLIMB UNRESTRICTED FL100**
 - c) CLIMB FL100
 - d) CLIMB VIA SID FL100 CANCEL SPEED AND LEVEL RESTRICTIONS**
 - e) CLIMB FL100 AT 2000FT PER MINUTE OR GREATER**

5. An aircraft is flying at ALT 3000ft on the THINK 1D with level and speed restrictions up to FL70. The aircraft is given the clearance: “*(Callsign)* CLIMB FL100 AT 2000FT PER MINUTE OR GREATER”.

Does the aircraft have to adhere to the published speed restrictions?

- a) Yes
- b) No**

Does the aircraft have to adhere to the published level restrictions?

- a) Yes
- b) No**

6. An aircraft is flying on the THINK 1D SID with the waypoint sequence DONOT SPEAK FIRST THINK. It had to be instructed to turn off the SID and shall now rejoin the SID at FIRST while adhering to the level and speed restrictions. Which of the following clearances are correct (several answers apply)?

- a) TURN LEFT TO FIRST TO FOLLOW THINK 1D
- b) REJOIN SID AT FIRST**
- c) REJOIN SID THINK 1D AT FIRST**
- d) REJOIN THINK 1D AT FIRST

7. An aircraft is climbing to FL70 on the THINK 1D SID at a position where no more level and speed restrictions apply. It shall be cleared to climb to FL150 while continuing the SID. What is the correct clearance?

- a) *CONTINUE* CLIMB VIA SID FL150
- b) *CONTINUE* CLIMB FL150**
- c) *CONTINUE* CLIMB VIA THINK 1D FL150

8. An aircraft is passing 1000ft while climbing to FL70 on a SID with a PDG (procedure design gradient) of 5.2% / 315ft/NM until passing 2500ft. There are no further level and speed restrictions on the SID. It shall be cleared to continue its climb to FL100. What is the correct clearance?

- a) *CONTINUE* CLIMB VIA SID FL100
- b) *CONTINUE* CLIMB VIA THINK 1D FL100
- c) *CONTINUE* CLIMB FL100**

9. An aircraft is climbing on the THINK 1D SID with the waypoint sequence DONOT SPEAK FIRST THINK with level restrictions at all waypoints. The aircraft is cleared from DONOT directly to THINK. Which level restriction applies in this case?
- a) abeam SPEAK, abeam FIRST and THINK
 - b) None
 - c) **THINK**
 - d) abeam SPEAK and abeam FIRST
10. An aircraft is climbing on the THINK 1D SID with the waypoint sequence DONOT SPEAK FIRST THINK with level restrictions at all waypoints. The aircraft is cleared from DONOT directly to FIRST. Which level restriction applies in this case?
- a) abeam SPEAK, FIRST and THINK
 - b) None
 - c) THINK
 - d) **FIRST**
11. An aircraft is flying at FL240 on the STAR THINK 1A. On this STAR, a level restriction from FL190 to FL210 applies at waypoint CHECK which shall be adhered to. What is the correct clearance for a descent to FL150?
- a) DESCEND FL150
 - b) **DESCEND VIA STAR FL150**
 - c) DESCEND FL150 VIA STAR
 - d) VIA STAR DESCEND FL150
 - e) DESCEND VIA THINK 1A FL150
12. An aircraft flying on the STAR THINK 1A with published level and speed restrictions shall be cleared to descend. Only the level restrictions shall not be adhered to. What is the correct clearance?
- a) DESCEND UNRESTRICTED FLxxx
 - b) DESCEND FLxxx
 - c) DESCEND FLxxx, CANCEL LEVEL RESTRICTIONS
 - d) **DESCEND VIA STAR FLxxx, CANCEL LEVEL RESTRICTIONS**
 - e) DESCEND VIA THINK 1A FLxxx, CANCEL LEVEL RESTRICTIONS

13. An aircraft is flying on the STAR THINK 1A at FL200 where level and speed restrictions have been published for the further course of the flight. The aircraft shall be instructed to descend to FL100 at a descent rate of 2000ft/min or greater and not adhere to the level/speed restrictions. What is the correct clearance?

- a) DESCEND VIA STAR FL100 AT 2000FT PER MINUTE OR GREATER
- b) DESCEND FL100 AT 2000FT PER MINUTE OR GREATER CANCEL LEVEL RESTRICTIONS
- c) **DESCEND FL100 AT 2000FT PER MINUTE OR GREATER**

14. An aircraft is flying at FL 240 on the THINK 1A STAR with level and speed restrictions up to FL100 downstream. The aircraft shall be cleared to descend to FL150 without adhering to the restrictions, or for separation reasons, at a rate of 2000ft PER MINUTE OR GREATER. The restrictions up to the cleared level shall not apply. Which of the following clearances are correct (several answers apply)?

- a) DESCEND FL150 UNRESTRICTED
- b) **DESCEND UNRESTRICTED FL150**
- c) **DESCEND FL150 AT 2000FT PER MINUTE OR GREATER**
- d) DESCEND FL150
- e) **DESCEND VIA STAR FL150 CANCEL SPEED AND LEVEL RESTRICTIONS**

15. An aircraft is flying at FL240 on the STAR THINK 1 A with level and speed restrictions up to FL100 downstream. The aircraft is given the clearance: “*(Callsign)* DESCEND FL100 AT 2000FT PER MINUTE OR GREATER”.

Does the aircraft have to adhere to the published speed restrictions?

- a) Yes
- b) **No**

Does the aircraft have to adhere to the published level restrictions?

- a) Yes
- b) **No**

16. An aircraft is flying on the STAR THINK 1A with the waypoint sequence THINK FIRST PRIOR SPEAK. It had to be instructed to turn off the STAR and shall now rejoin the STAR at PRIOR while adhering to the restrictions. Which of the following clearances are correct (several answers apply)?

- a) TURN LEFT TO PRIOR TO FOLLOW THINK 1A
- b) **REJOIN STAR AT PRIOR**
- c) **REJOIN STAR THINK 1A AT PRIOR**
- d) REJOIN THINK 1A AT PRIOR

17. An aircraft on the THINK 1A STAR is descending to FL120 at a position where no more level and speed restrictions apply. It shall be cleared to descend to FL100 while continuing the STAR. What is the correct clearance?
- a) *CONTINUE* DESCEND VIA STAR FL100
 - b) *CONTINUE* DESCEND FL100**
 - c) *CONTINUE* DESCEND VIA THINK 1D FL100
18. An aircraft on the THINK 1A STAR is descending with the waypoint sequence THINK FIRST PRIOR SPEAK with level restrictions at all waypoints. The aircraft is cleared to proceed from THINK directly to SPEAK. Which level restriction applies in this case?
- e) Abeam FIRST, abeam PRIOR and SPEAK
 - f) None
 - g) SPEAK**
 - h) Abeam FIRST and abeam PRIOR
19. An aircraft flying 20NM from waypoint THINK is cleared for the THINK 1A. A level restriction of FL240 has been defined at waypoint THINK. Does the clearance "CLEARED THINK 1A ARRIVAL" imply a descent clearance to FL240?
- a) No**
 - b) Yes
 - c) Only in the case of a descent but not if it is required to climb to this level restriction at the first waypoint.
20. An aircraft on the THINK 1A STAR is descending with the waypoint sequence THINK FIRST PRIOR SPEAK with level restrictions defined at all waypoints. The aircraft is cleared to proceed from THINK directly to PRIOR. Which level restriction applies in this case?
- a) PRIOR**
 - b) Abeam FIRST und PRIOR
 - c) None
 - d) SPEAK
21. For an aircraft on a SID/STAR, the published restrictions are cancelled ("CLIMB/DESCEND UNRESTRICTED" or "CLIMB VIA SID/DESCEND VIA STAR FLxxx, CANCEL SPEED AND LEVEL RESTRICTIONS"). Does this mean that the speed restriction of 250 kt IAS max. in airspace E does no longer apply?
- a) No**
 - b) Yes
22. An aircraft is approaching waypoint POINT and is cleared for the THINK 1A. POINT is located 10NM upstream of THINK. Does the clearance "CLEARED THINK 1A ARRIVAL" imply a clearance to turn directly to THINK?
- a. Yes
 - b. No**

23. An aircraft is en-route on its originally confirmed en-route clearance with the arrival route THINK 1A. The aircraft is flying towards waypoint THINK but is not expressly cleared for the THINK 1A (“CLEARED THINK 1 ARRIVAL”). What will the aircraft do?
- The aircraft will follow the STAR laterally**
 - The aircraft will follow the STAR laterally and vertically
 - The aircraft will go into holding at THINK
24. An aircraft is flying at FL340 and 15NM from the STAR THINK 1A. At waypoint THINK, a level restriction between FL280 and FL310 is defined. The aircraft is given the clearance to DESCEND VIA STAR FL240. When will the aircraft commence the descent (several answers correct)?
- Immediately**
 - At waypoint THINK
 - It depends on the descent profile**
25. An aircraft is flying at a distance of 20NM upstream of the STAR THINK 1A, where only level restrictions between the aircraft level and the cleared level are defined and has been cleared for the THINK 1A (“CLEARED THINK 1A ARRIVAL”). For separation reasons, the aircraft shall be instructed to descend to FL320 at a descent rate of 2000ft/min or more. What is the correct clearance?
- DESCEND FL320 AT 2000FT PER MINUTE OR GREATER**
 - DESCEND FL320 AT 2000FT PER MINUTE OR GREATER CANCEL LEVEL RESTRICTIONS
 - DESCEND VIA STAR FL320 AT 2000FT PER MINUTE OR GREATER
26. An aircraft is flying at FL320 at 20NM from waypoint THINK and is cleared for the THINK 1A. At waypoint THINK, a level restriction between FL240 and FL290 is defined. Does the clearance “CLEARED THINK 1A ARRIVAL” imply a descent clearance?
- Yes, to FL290
 - Yes, to FL240
 - This is at the discretion of the pilot.
 - No, it must be issued explicitly.**
27. An aircraft is flying at FL220 at 20NM upstream from waypoint THINK and is cleared for the STAR THINK 1A. At waypoint THINK, a level restriction between FL240 and FL290 is defined. Does the clearance “CLEARED THINK 1A ARRIVAL” imply a clearance to climb in order to adhere to the level restriction at THINK?
- Yes, to FL290
 - Yes, to FL240
 - No**