

United States-Based Regional Airline Interview: Comprehensive Study Guide

- * Personal background and aviation experience
- * Flight-training history
- * Previous employment
- * Non-aviation work experience
- * Leadership experience
- * Teaching/instructor experience
- * Conflict resolution
- * Communication skills
- * Teamwork
- * Handling difficult personalities
- * Making mistakes and learning from them
- * Receiving criticism
- * Giving constructive feedback
- * Strengths and weaknesses
- * Career goals
- * Why this specific airline
- * Why regional airlines
- * Company culture and values
- * Their company guiding principles
- * Professionalism
- * Customer service
- * Reliability and accountability
- * Transition from CFI to Part 121
- * Transition back into being a student
- * Training expectations
- * Study habits
- * Handling training failure or setbacks
- * Checkride failures and lessons learned
- * CRM fundamentals
- * Threat and error management
- * Task saturation
- * Workload management
- * Prioritization
- * Delegation between Captain and FO
- * Closed-loop communication
- * Assertiveness with a Captain
- * Challenging unsafe decisions
- * SOP compliance
- * Handling an unstable approach
- * Go-around decision making
- * Safety reporting / ASAP / SMS concepts
- * Emergency communication with ATC
- * Coordination with dispatch
- * Coordination with flight attendants
- * Passenger communication during abnormalities
- * Diversion decision making
- * Fuel considerations during emergencies
- * Choosing between multiple diversion airports
- * Aircraft electrical-system fundamentals
- * Volts
- * Amps
- * Watts
- * Amp-hours
- * AC vs. DC
- * Why transports use high-voltage AC
- * Generators vs. alternators
- * Batteries
- * Electrical buses
- * Essential/emergency buses
- * Circuit breakers
- * Fuses
- * Relays
- * Voltage regulators
- * Transformers
- * Rectifiers
- * TRUs
- * Inverters
- * AC-to-DC conversion
- * DC-to-AC conversion
- * Electrical-system redundancy
- * Electrical failures
- * Alternator/generator failure
- * Battery endurance

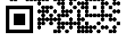
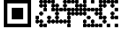
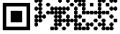


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- * C172 electrical system
- * C172 standby battery
- * Turbine-engine fundamentals 
- * Turbofan airflow
- * High-bypass turbofan engines 
- * Fan section
- * Compressor section
- * Diffuser
- * Combustion section
- * Turbine section
- * Exhaust section
- * N1
- * N2
- * Engine spools
- * Concentric shafts
- * Accessory gearbox
- * FADEC
- * Engine starting
- * Hot starts
- * Hung starts
- * Wet starts
- * No-light-off starts
- * Compressor stalls
- * Compressor surges
- * Flameouts
- * Thrust reversers
- * Bleed air 
- * Pneumatic systems
- * APU 
- * Engine/APU bleed-air sources
- * Pressurization
- * Air-conditioning packs
- * Air-cycle machine
- * Outflow valve
- * Cabin altitude
- * Differential pressure
- * Rapid decompression
- * Explosive decompression
- * Hydraulic-system fundamentals
- * Hydraulic pumps 
- * Hydraulic reservoirs
- * Hydraulic actuators 
- * Hydraulic accumulators
- * Hydraulic redundancy
- * Hydraulic flight controls
- * Hydraulic landing gear 
- * Hydraulic brakes
- * Hydraulic flaps/slats 
- * Anti-ice vs. deice 
- * Engine anti-ice
- * Wing anti-ice 
- * Pitot/static heat
- * Swept-wing aerodynamics
- * Chordwise flow
- * Spanwise flow
- * Wingtip stall tendencies
- * Critical Mach
- * Mach buffet
- * Mach tuck
- * Center-of-pressure movement
- * High-speed buffet
- * Low-speed buffet
- * Coffin corner
- * MMO vs. VMO
- * High-altitude stall characteristics
- * High-altitude stall recovery
- * Mach-tuck recovery
- * Dutch roll
- * Yaw dampers
- * High-altitude aerodynamics
- * Density altitude 
- * High-altitude physiology
- * Runway markings
- * Taxiway markings

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- * Airport signs
- * Runway-distance-remaining signs
- * Blast pads
- * Stopways
- * Displaced thresholds
- * EMAS
- * Runway-width identification
- * ILS critical areas
- * Non-towered ILS considerations
- * V1
- * V2
- * Takeoff decision concepts
- * Engine failure during takeoff
- * One-engine-inoperative climb performance
- * Obstacle clearance
- * METAR decoding
- * TAF decoding
- * METAR remarks
- * SPECI
- * RVR
- * RVR reporting points
- * Surface visibility vs. prevailing visibility
- * TAF amendments
- * Conditional weather groups
- * Alternate filing requirements
- * 1-2-3 rule
- * Standard alternate minimums
- * Derived alternate minimums
- * One-runway alternate calculations
- * Two-runway alternate calculations
- * Takeoff alternates
- * Second alternates
- * Weather at ETA
- * Warm fronts
- * Cold fronts
- * Stationary fronts
- * Occluded fronts
- * Pressure systems
- * Fog
- * Icing
- * Clear ice
- * Rime ice
- * Mixed ice
- * Turbulence
- * Mountain waves
- * Jet streams
- * Thunderstorms
- * Convective SIGMETs
- * SIGMETs
- * G-AIRMETs
- * Hail
- * Lightning
- * Updrafts
- * Downdrafts
- * Windshear
- * Microbursts
- * Thunderstorm avoidance distances
- * Windshear escape concepts
- * Class B airspace
- * Class C airspace
- * Class D airspace
- * Airspace speed limits
- * 250-knot restriction
- * 200-knot restriction
- * Jeppesen airport diagrams
- * Jeppesen approach charts
- * Jeppesen SIDs
- * Jeppesen STARs
- * Jeppesen 10-9 pages
- * Chart symbology
- * Airport reference points
- * Magnetic variation
- * Latitude and longitude
- * MSA

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* MORA



* OROCA

* Highest obstacles

* Mountainous-terrain considerations

* Special approach notes

* Approach briefing



* Approach categories

* ILS approaches

* RNAV approaches

* LPV approaches

* Final approach fixes

* Glideslope intercept

* Nonstandard glideslope angles

* Descent-rate calculations

* Stabilized-approach criteria

* Approach legality with deteriorating weather

* Visibility before the final approach fix (FAF)

* Visibility after the FAF

* §91.175

* Required visual references

* Approach-light-system limitations



* Flight visibility

* Descending below DA/MDA

* Missed approaches

* Alternate missed approaches

* NOTAM-modified missed approaches

* Holding entries



* Holding speeds

* Holding at high altitude



* Hold in lieu of procedure turn (HILPT)

* Land hold short (LAHSO)

* LAHSO performance requirements

* Go-around considerations during LAHSO

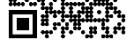
* Takeoff minimums



* Departure procedures



* SIDs and obstacle departures



* STAR phraseology

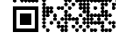


* “Climb via”



* “Descend via”

* Takeoff alternate planning



* Emergency airport selection

* Engine failure after a missed approach

* Engine failure in mountainous terrain



* QRH usage

* Aviate–navigate–communicate

* Transferring aircraft control

* Avoiding crew task saturation

* Post-flight debriefing

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AVIATION

WITH LAURA

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