

06/14/2013

Bank: (Airline Transport Pilot)

Airman Knowledge Test Question Bank

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The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. It can be located at:

http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf

1. PLT170 ATP

Upon landing, spoilers

- A) decrease directional stability on the landing rollout.
- B) function by increasing tire to ground friction.
- C) should be extended after the thrust reversers have been deployed.

2. PLT170 ATP

Arriving over the runway 10 knots over Vref would add approximately how many feet to the dry landing distance?

- A) 800 feet.
- B) 1,700 feet.
- C) 2,800 feet.

3. PLT104 ATP

Automation has been found to

- A) create much larger errors at times.
- B) improve crew situational awareness skills.
- C) substitute for a lack of aviation experience.

4. PLT104 ATP

Pilots should remember the alcohol in one beer can be detected for as long as

- A) a minimum of 2 hours.
- B) a minimum of 3 hours.
- C) a minimum of 4 hours.

5. PLT149 ATP

As you call for taxi instructions, the key words to understand are

- A) "cleared to runway."
- B) "hold short of" or "cross."
- C) "taxi to" and "expedite."

6. PLT149 ATP

Hot Spots are depicted on airport diagrams as

- A) squares or rectangles around "HS and a number."
- B) circles or polygons around "HS and a number."
- C) triangles or blocks filled with "HS" and a number.

7. PLT012 ATP

(Refer to appendix 2, figures 103, 104, 105, and 106.) Estimate the total fuel required to be on the aircraft, prior to taxi at Tucson Intl. (Use 13°E for problem magnetic variation.)

- A) 2,223 pounds.
- B) 2,447 pounds.
- C) 2,327 pounds.

8. PLT015 ATP

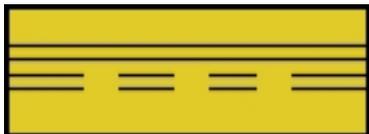
(Refer to appendix 2, figures 119, 120, 121, and 122.) What is the specific range in nautical air miles per 1,000 pounds of fuel from level-off to start of descent using .78 Mach?

- A) 55.9 NAM/1000.
- B) 52.5 NAM/1000.
- C) 48.9 NAM/1000.

9. PLT141 ATP

When you see this pavement marking from the cockpit, you

- A) can taxi past this point at your own risk.
- B) must hold short until "Cleared" to taxi onto or past the runway.
- C) may not cross the line until ATC allows you to "enter" or "cross" by instruction.



10. PLT141 ATP

The sign shown is an example of

- A) a mandatory instruction sign.
- B) runway heading notification signage.
- C) an airport directional sign



11. PLT354 ATP

You are cleared to HNL (figure 251) and plan to use the RNAV (RNP) RWY 26L approach. Assuming

you have received the training, you

- A) should be prepared to program the FMS/GPS with the radio frequency to fly this approach.
- B) can use the GPS and radio frequency communications to fly this approach to minimums.
- C) know your FMS/GPS must have GPS and radius-to-fix capability.

12. PLT456 ATP

(Refer to appendix 2, figure 2.) May a small transport category, turbine-engine-powered airplane that has a computed landing distance of 5,500 feet use one or both of the runways depicted in the illustration at the destination airport?

- A) Rwy 1 or Rwy 19 may be used whether conditions are wet or dry.
- B) Neither Rwy 1 nor Rwy 19 may be used if dry conditions exist.
- C) Only Rwy 19 may be used provided dry conditions exist.

13. PLT456 ATP

(Refer to appendix 2, figure 1.) What is the maximum planning landing distance that may be used by a turbopropeller-powered, small transport category airplane to land on Rwy 24 (dry) at the alternate airport?

- A) 6,405 feet.
- B) 5,490 feet.
- C) 6,210 feet.

14. PLT367 ATP

You are assigned to ferry a large, three-engine, turbojet-powered airplane from one facility to another to repair an inoperative engine? You know you are restricted to

- A) VFR weather for takeoff, en route, and landing.
- B) flight crewmembers only aboard.
- C) a computed takeoff distance to reach V1 that cannot exceed 70 percent of the effective runway length.

15. PLT219 ATP

A level attitude in flight in a helicopter indicates

- A) acceleration.
- B) descent.
- C) stable flight.

16. PLT472 ATP

A medium or higher frequency vibration mainly present in the anti-torque pedals is

- A) usually traceable to engine cooling fan assembly.
- B) probably caused by the tail rotor.
- C) to be expected and accepted as normal.

17. PLT470 ATP

Ground resonance occurs when

- A) a fully articulated rotor system is unbalanced.
- B) a semi-rigid rotor system is out of balance.

C) a pilot lands with over inflated tires.

18. PLT021 ATP

(Refer to appendix 2, figures 30, 31, 32, 33, and 34.) Given Loading Conditions BL-6, what is the effect on lateral CG if the outside passengers from each row on the left side are deplaned? Deplaned passenger weights are 170 pounds each.

- A) CG shifts 1.5 inches right, out of limits.
- B) CG shifts 1.6 inches left, out of limits.
- C) CG shifts 1.4 inches right, within limits.

19. PLT004 ATP

(Refer to appendix 2, figure 40.) What is the climb performance with both engines operating?

Pressure altitude	9,500 ft	
Temperature (OAT)	-5 °C	
Heater		ON

- A) 600 ft/min.
- B) 925 ft/min.
- C) 335 ft/min.

20. PLT012 ATP

(Refer to appendix 2, figures 68 and 69.) What is the approximate fuel consumed when holding under Operating Conditions O-1?

- A) 1,950 pounds.
- B) 1,625 pounds.
- C) 2,440 pounds.

21. PLT007 ATP

(Refer to appendix 2, figures 68 and 69.) What are the recommended IAS and EPR settings for holding under Operating Conditions O-1?

- A) 217 knots and 1.81 EPR.
- B) 219 knots and 1.83 EPR.
- C) 223 knots and 2.01 EPR.

22. PLT002 ATP

(Refer to appendix 2, figure 42.) Given the following, what is the airspeed limit (VNE)?

Gross weight	16,500 lb
Pressure altitude	5,000 ft
Temperature (OAT)	-15 °C

- A) 133 KIAS.
- B) 128 KIAS.
- C) 126 KIAS.

23. PLT012 ATP

(Refer to appendix 2, figures 84 and 85.) What is the approximate fuel consumed when holding under Operating Conditions H-2?

- A) 5,250 pounds.
- B) 5,100 pounds.
- C) 3,400 pounds.

24. PLT012 ATP

(Refer to appendix 2, figures 84 and 85.) What is the approximate fuel consumed when holding under Operating Conditions H-1?

- A) 2,630 pounds.
- B) 3,500 pounds.
- C) 4,680 pounds.

25. PLT015 ATP

(Refer to appendix 2, figures 115, 116, 117, 118, and 118C.) What is the specific range in nautical miles per 1,000 pounds of fuel from level-off to the ARLIN Intersection using .78 Mach?

- A) 47.9 NAM/1,000 pounds.
- B) 48.2 NAM/1,000 pounds.
- C) 48.8 NAM/1,000 pounds.

26. PLT128 ATP

During icing conditions, a pilot response to tailplane stall symptoms should be to

- A) retard power settings to increase the control margins.
- B) retract the flaps to the previous setting.
- C) apply as much power as the engine(s) can produce under those conditions.

27. PLT124 ATP

How does V_s (KTAS) speed vary with altitude?

- A) Remains the same at all altitudes.
- B) Varies directly with altitude.
- C) Varies inversely with altitude.

28. PLT128 ATP

Test data indicate that ice, snow, or frost having a thickness and roughness similar to medium or coarse sandpaper on the leading edge and upper surface of a wing can

- A) reduce lift by as much as 30 percent and increase drag by 40 percent.
- B) increase drag and reduce lift by as much as 40 percent.
- C) reduce lift by as much as 40 percent and increase drag by 30 percent.

29. PLT523 ATP

Which is a purpose of wing-mounted vortex generators?

- A) Delays the onset of drag divergence at high speeds and aids in maintaining aileron effectiveness at high speeds.
- B) Breaks the airflow over the wing so the stall will progress from the root out to the tip of the wing.
- C) Increase the onset of drag divergence and aid in aileron effectiveness at low speed.

30. PLT346 ATP

Which of the following is considered a primary flight control?

- A) Elevator.
- B) Dorsal fin.
- C) Slats.

31. PLT346 ATP

When are inboard ailerons normally used?

- A) High-speed flight only.
- B) Low-speed flight only.
- C) Low-speed and high-speed flight.

32. PLT519 ATP

What is a purpose of flight spoilers?

- A) Increase the camber of the wing.
- B) Direct airflow over the top of the wing at high angles of attack.
- C) Reduce lift without decreasing airspeed.

33. PLT473 ATP

What is the purpose of an elevator trim tab?

- A) Modify the downward tail load for various airspeeds in flight eliminating flight-control pressures.
- B) Adjust the speed tail load for different airspeeds in flight allowing neutral control forces.
- C) Provide horizontal balance as airspeed is increased to allow hands-off flight.

34. PLT473 ATP

Which is a purpose of ground spoilers?

- A) Aid in rolling an airplane into a turn.
- B) Increase the rate of descent without gaining airspeed.
- C) Reduce the wings' lift upon landing.

35. PLT346 ATP

Which direction from the primary control surface does an anti-servo tab move?

- A) Remains fixed for all positions.
- B) Same direction.
- C) Opposite direction.

36. PLT245 ATP

How can turbulent air cause an increase in stalling speed of an airfoil?

- A) A decrease in angle of attack.
- B) An abrupt change in relative wind.
- C) Sudden decrease in load factor.

37. PLT134 ATP

One typical takeoff error is

- A) delayed rotation which may extend the climb distance.

- B) premature rotation which may increase takeoff distance.
- C) extended rotation which may degrade acceleration.

38. PLT170 ATP

Approaching the runway 1° below glidepath can add how many feet to the landing distance?

- A) 250 feet.
- B) 500 feet.
- C) 1,000 feet.

39. PLT134 ATP

Excessive takeoff speeds may result in approximately a

- A) 4% takeoff distance increase for each 1% of additional takeoff speed.
- B) 1% takeoff distance increase for each 2% of additional takeoff speed.
- C) 2% takeoff distance increase for each 1% of additional takeoff speed.

40. PLT499 ATP

What recovery would be appropriate in the event of compressor stall?

- A) Reduce the throttle and then rapidly advance the throttle to decrease the angle of attack on the compressor blades, creating more airflow.
- B) Reduce the throttle and then slowly advance the throttle again and decrease the aircraft's angle of attack.
- C) Advance the throttle slowly to increase airflow and decrease the angle of attack on one or more compressor blades.

41. PLT127 ATP

As outside air pressure decreases, thrust output will

- A) remain the same since compression of inlet air will compensate for any decrease in air pressure.
- B) increase due to greater efficiency of jet aircraft in thin air.
- C) decrease due to higher density altitude.

42. PLT499 ATP

The most important restriction to the operation of turbojet or turboprop engines is

- A) limiting compressor speed.
- B) limiting torque.
- C) limiting exhaust gas temperature.

43. PLT499 ATP

Which part(s) in the turbojet engine is subjected to the high temperatures and severe centrifugal forces?

- A) Turbine wheel(s).
- B) Turbine vanes.
- C) Compressor rotor(s) or impeller(s).

44. PLT500 ATP

Equivalent shaft horsepower (ESHP) of a turboprop engine is a measure of

- A) turbine inlet temperature.
- B) propeller thrust only.
- C) shaft horsepower and jet thrust.

45. PLT303 ATP

What is the effect on total drag of an aircraft if the airspeed decreases in level flight below that speed for maximum L/D?

- A) Drag increases because of increased parasite drag.
- B) Drag decreases because of lower induced drag.
- C) Drag increases because of increased induced drag.

46. PLT223 ATP

In a light, twin-engine airplane with one engine inoperative, when is it acceptable to allow the ball of a slip-skid indicator to be deflected outside the reference lines?

- A) When practicing imminent stalls in a banked attitude of over 60°.
- B) While maneuvering at minimum controllable airspeed or less to avoid overbanking.
- C) when operating at any airspeed of V_{mc} or greater with only enough deflection to zero the side slip .

47. PLT248 ATP

What result does a level turn have on the total lift required and load factor with a constant airspeed?

- A) Lift required remains constant, and the load factor increases.
- B) Both total lift required and load factor increase.
- C) Lift required increases, and the load factor decreases.

48. PLT248 ATP

What is the relationship of the rate of turn with the radius of turn with a constant angle of bank but increasing airspeed?

- A) Rate will decrease and radius will increase.
- B) Rate and radius will increase.
- C) Rate will increase and radius will decrease.

49. PLT214 ATP

What is the condition that may occur when gusts cause a swept wing type airplane to roll in one direction while yawing in the other?

- A) Wingover.
- B) Mach buffet.
- C) Dutch roll.

50. PLT234 ATP

During a skidding turn to the right, what is the relationship between the component of lift and centrifugal force?

- A) Centrifugal force is less than the horizontal lift component, and the load factor is increased.
- B) Centrifugal force is greater than the horizontal lift component.
- C) Centrifugal force and the horizontal lift component are equal, and the load factor is decreased.

51. PLT237 ATP

By changing the angle of attack of a wing, the pilot can control the airplane's

- A) lift, gross weight, and drag.
- B) lift and airspeed, but not drag.
- C) lift, airspeed, and drag.

52. PLT214 ATP

What is the result of a shock-induced separation of airflow occurring symmetrically near the wing root of a sweptwing aircraft?

- A) A high-speed stall and sudden pitchup.
- B) Severe porpoising.
- C) A severe moment or `Mach tuck.`

53. PLT266 ATP

Swept wings causes a significant

- A) increase in effectiveness of flaps.
- B) reduction in effectiveness of flaps.
- C) flap actuation reliability issue.

54. PLT347 ATP

Which engine is the `critical` engine of a twin-engine airplane?

- A) The one with the center of thrust closest to the centerline of the fuselage.
- B) The one with the center of thrust farthest from the centerline of the fuselage.
- C) The one designated by the manufacturer because it develops the most usable thrust.

55. PLT213 ATP

What is a characteristic of longitudinal instability?

- A) Bank oscillations becoming progressively greater.
- B) Aircraft constantly tries to pitch down.
- C) Pitch oscillations becoming progressively greater.

56. PLT213 ATP

Identify the type stability if the aircraft attitude tends to move farther from its original position after the controls have been neutralized.

- A) Negative static stability.
- B) Negative dynamic stability.
- C) Positive static stability.

57. PLT477 ATP

The stall speed of an airplane

- A) is constant regardless of weight or airfoil configuration.
- B) is affected by weight, and bank angle.
- C) is not affected by dynamic pressures and lift co-efficient.

58. PLT103 ATP
Accident prone pilots tend to
A) have disdain toward rules.
B) follow methodical information gathering techniques.
C) excessively utilize outside resources.
59. PLT103 ATP
When a recently certificated pilot decides to not wait any longer for the fog and low ceilings to burn off, this pilot may be exhibiting the hazardous
A) resigned attitude.
B) macho attitude.
C) impulsive attitude.
60. PLT104 ATP
An experienced pilot trying to meet a schedule
A) can expect the flight crew to alert them to problems or areas of concern.
B) will always err on the side of caution.
C) can fail to perceive operational pitfalls.
61. PLT104 ATP
An air carrier crew fixated on completing the last flight of a four day trip often may exhibit
A) get-there-itis.
B) staged decision-making.
C) naturalistic decision-making.
62. PLT104 ATP
An aircarrier aircraft flown into the ground while troubleshooting a landing gear fault is an example of
A) neglect and reliance on memory.
B) loss of situational awareness.
C) lack of aviation experience.
63. PLT104 ATP
Automation has been found to
A) create higher workloads in terminal areas.
B) improve crew situational awareness skills.
C) substitute for a lack of aviation experience.
64. PLT104 ATP
Automatic Decision-Making is
A) a reflexive type of decision-making.
B) an impulsive type of decision-making.
C) an internalized type of decision-making.
65. PLT170 ATP

What is the difference between a visual and a contact approach?

- A) A visual approach is an IFR authorization while a contact approach is a VFR authorization.
- B) Both are the same but classified according to the party initiating the approach.
- C) A visual approach is initiated by ATC while a contact approach is initiated by the pilot.

66. PLT172 ATP

Precision Runway Monitoring (PRM) is

- A) an airborne RADAR system for monitoring approaches to two runways.
- B) a RADAR system for monitoring approaches to closely spaced parallel runways.
- C) a high update rate RADAR system for monitoring multiple aircraft ILS approaches to a single runway.

67. PLT140 ATP

A Land and Hold Short Operations (LAHSO) clearance, that the pilot accepts:

- A) does not preclude a rejected landing.
- B) precludes a rejected landing.
- C) must be adhered to.

68. PLT149 ATP

As you rolled out long on Runway 30 after landing at Long Beach (LGB) (figures 241 and 242), you slowed and turned left on very wide pavement and now see Taxiway D signs on both sides of your pavement. You notice your heading is about 250°. Tower is urging you to turn left on D, cross 16R/34L, then taxi to G and hold short of Runway 30. You now know you

- A) exited onto Runway 25R and transited HS 2.
- B) exited onto Taxiway G.
- C) exited at Taxiway J and transited HS 4.

69. PLT049 ATP

(Refer to appendix 2, figures 193, 193A, 194, 195, 195A, 196, and 196A.) While being radar vectored for the ILS/DME RWY 35R, Denver Approach Control tells PIL 10 to contact the tower, without giving the frequency. What frequency should PIL 10 use for tower?

- A) 121.85.
- B) 124.3.
- C) 132.35.

70. PLT083 ATP

(Refer to appendix 2, figures 255A, 255B, 256, 257 and 257A.) If the glide slope indication is lost upon passing LIMMA INT on the ILS RWY 25L approach at LAX, what action should the pilot take?

- A) Continue to the MAP, and execute the missed approach as indicated.
- B) Continue the approach as an LOC, and add 100 feet to the DH.
- C) Immediately start the missed approach left turn to CATLY INT.

71. PLT370 ATP

An ATC 'instruction'

- A) is the same as an ATC 'clearance.'

- B) must be 'read back' in full to the controller and confirmed before becoming effective.
- C) is a directive issued by ATC for the purpose of requiring a pilot to take a specific action.

72. PLT058 ATP

(Refer to appendix 2, figure 171, top panel.) The facility (Kankakee) that is located 9 miles NE of Chicago Midway or 27 miles SSE of Northbrook (OBK) is a/an

- A) Aeronautical Radio Inc. (AIRINC) transmitter.
- B) Flight Service, Remote Communications Outlet.
- C) Automated Weather Observing System (AWOS/ASOS) with frequency.

73. PLT370 ATP

What minimum information does an abbreviated departure clearance `cleared as filed` include?

- A) Clearance limit, transponder code, and DP, if appropriate.
- B) Destination airport, en route altitude, transponder code, and DP, if appropriate.
- C) Clearance limit and en route altitude.

74. PLT149 ATP

What special consideration is given for turbine-powered aircraft when 'gate hold' procedures are in effect?

- A) They are expected to be ready for takeoff when they reach the runway or warmup block.
- B) They are expected to be ready for takeoff prior to taxi and will receive takeoff clearance prior to taxi.
- C) They are given preference for departure over other aircraft.

75. PLT078 ATP

(Refer to appendix 2, figures 99 and 101.) Which frequency should be selected to check airport conditions and weather prior to departure at DFW Intl?

- A) 117.0 MHz.
- B) 135.5 MHz.
- C) 134.9 MHz.

76. PLT171 ATP

What action should a pilot take if asked by ARTCC to 'VERIFY 9,000' and the flight is actually maintaining 8,000?

- A) Immediately climb to 9,000.
- B) Report maintaining 8,000.
- C) Report climbing to 9,000.

77. PLT362 ATP

You notice ATC is unusually quiet and one of your VHF transmit lights is illuminated, you suspect

- A) your VHF receiver is inoperative.
- B) your VHF transmitter is keyed and you probably have a stuck microphone.
- C) the radio is performing a self-test function.

78. PLT195 ATP

Each pilot who deviates from an ATC clearance in response to a TCAS II, resolution advisory (RA) is

expected to

- A) maintain the course and altitude resulting from the deviation, as ATC has radar contact.
- B) notify ATC of the deviation as soon as practicable.
- C) request ATC clearance for the deviation.

79. PLT161 ATP

What is the maximum acceptable tolerance for penetrating a domestic ADIZ overland?

- A) Plus or minus 10 miles; plus or minus 10 minutes.
- B) Plus or minus 10 miles; plus or minus 5 minutes.
- C) Plus or minus 20 miles; plus or minus 5 minutes.

80. PLT161 ATP

What is the maximum acceptable position tolerance for penetrating a domestic ADIZ overwater?

- A) Plus or minus 10 miles; plus or minus 10 minutes.
- B) Plus or minus 10 miles; plus or minus 5 minutes.
- C) Plus or minus 20 miles; plus or minus 5 minutes.

81. PLT141 ATP

Taxiway Centerline Lead-Off Lights are color coded to warn pilots that

- A) they are within the runway environment or run-up danger critical area.
- B) they are within the runway environment or ILS/MLS critical area.
- C) they are within the taxiway end environment or ILS/MLS critical area.

82. PLT141 ATP

(Refer to appendix 2, figure 156.) This sign, which is visible to the pilot on the runway, indicates

- A) the point at which the emergency arresting gear is stretched across the runway.
- B) a point at which the aircraft will be clear of the runway.
- C) a point at which the pilot should contact ground control without being instructed by the tower.

83. PLT149 ATP

You received these ATC taxi instructions: "Taxi to Runway 30 via Lima and hold short of Runway 25L." Your airplane is on the ramp by the terminal and NWS on the east side of the airport. (See figure 242.) Your taxi route

- A) requires crossing of Runway 25L at Lima.
- B) involves transiting HS 4.
- C) requires crossing Runway 34R en route to the assigned runway.

84. PLT141 ATP

"REL" is the acronym for

- A) Runway exit lights.
- B) Runway entrance lights.
- C) Ramp entry lights.

85. PLT141 ATP

When instructed by ATC to 'Hold short of a runway (ILS critical area, etc.),' the pilot should stop

- A) so the flight deck area of the aircraft is even with the hold line.
- B) so that no part of the aircraft extends beyond the hold line.
- C) with the nose gear on the hold line.

86. PLT149 ATP

When should transponders be operated on the ground while taxiing?

- A) Only when ATC specifically requests your transponder to be activated.
- B) Any time when the airport is operating under IFR.
- C) All the time when at an airport with ASDE-X.

87. PLT149 ATP

When taxiing on an airport with ASDE-X, you should

- A) operate the transponder only when the airport is under IFR or at night during your taxi.
- B) operate the transponder with altitude reporting all of the time during taxiing.
- C) be ready to activate the transponder upon ATC request while taxiing.

88. PLT225 ATP

How should an off-airway direct flight be defined on an IFR flight plan?

- A) The initial fix, the true course, and the final fix.
- B) The initial fix, all radio fixes which the pilot wishes to be compulsory reporting points, and the final fix.
- C) All radio fixes over which the flight will pass.

89. PLT367 ATP

Before requesting RVSM clearance, each person

- A) shall correctly annotate the flight plan.
- B) must file an ICAO RSVM flight plan.
- C) should file for odd altitudes only.

90. PLT002 ATP

(Refer to appendix 2, figures 73, 74, and 75.) What is the maneuvering speed for Operating Conditions L-5?

- A) 137 knots.
- B) 130 knots.
- C) 124 knots.

91. PLT012 ATP

(Refer to appendix 2, figures 51 and 52.) What is the total time from starting to the alternate through completing the approach for Operating Conditions L-1?

- A) 44 minutes.
- B) 30 minutes.
- C) 29 minutes.

92. PLT004 ATP

(Refer to appendix 2, figures 48, 49, and 50.) What is the ground distance covered during en route climb for Operating Conditions W-4?

- A) 61.4 NM.
- B) 60.3 NM.
- C) 58.4 NM.

93. PLT007 ATP

(Refer to appendix 2, figures 59 and 60.) What is the max climb EPR for Operating Conditions T-1?

- A) 2.04.
- B) 1.82.
- C) 1.96.

94. PLT004 ATP

(Refer to appendix 2, figures 15, 16, and 17.) What is the two-engine rate of climb after takeoff in climb configuration for Operating Conditions BE-21?

- A) 2,450 ft/min.
- B) 1,350 ft/min.
- C) 2,300 ft/min.

95. PLT012 ATP

(Refer to appendix 2, figures 61 and 62.) What is the trip fuel for Operating Conditions X-1?

- A) 24,000 pounds.
- B) 25,000 pounds.
- C) 26,000 pounds.

96. PLT007 ATP

(Refer to appendix 2, figures 59 and 60.) What is the max continuous EPR for Operating Conditions T-5?

- A) 2.00.
- B) 1.96.
- C) 2.04.

97. PLT045 ATP

(Refer to appendix 2, figures 86 and 87.) What are descent time and distance under Operating Conditions S-1?

- A) 24 minutes, 118 NAM.
- B) 25 minutes, 118 NAM.
- C) 26 minutes, 125 NAM.

98. PLT004 ATP

(Refer to appendix 2, figures 71 and 72.) What is the approximate level-off pressure altitude after drift-down under Operating Conditions D-3?

- A) 19,800 feet.
- B) 22,200 feet.
- C) 21,600 feet.

99. PLT008 ATP
(Refer to appendix 2, figures 73, 74, and 75.) What is VREF for Operating Conditions L-1?
A) 143 knots.
B) 145 knots.
C) 144 knots.
100. PLT007 ATP
(Refer to appendix 2, figures 73 and 75.) What is the go-around EPR for Operating Conditions L-5?
A) 2.00 EPR.
B) 2.05 EPR.
C) 2.04 EPR.
101. PLT008 ATP
(Refer to appendix 2, figure 92.) What is the maximum charted indicated airspeed while maintaining a 3° glide slope at a weight of 140,000 pounds?
A) 127 knots.
B) 156 knots.
C) 149 knots.
102. PLT008 ATP
(Refer to appendix 2, figure 92.) What is the change of total drag for a 140,000-pound airplane when configuration is changed from flaps 30°, gear down, to flaps 0°, gear up, at a constant airspeed of 160 knots?
A) 15,300 pounds.
B) 13,500 pounds.
C) 13,300 pounds.
103. PLT008 ATP
(Refer to appendix 2, figure 89.) How many feet will remain after landing on a 6,000-foot wet runway with reversers inoperative at 122,000 pounds gross weight?
A) 2,200 feet.
B) 3,150 feet.
C) 2,750 feet.
104. PLT008 ATP
(Refer to appendix 2, figure 90.) Which configuration will result in a landing distance of 5,900 feet over a 50 foot obstacle to an icy runway?
A) Use of brakes and spoilers at 125,000 pounds gross weight.
B) Use of three reversers at 131,000 pounds gross weight.
C) Use of three reversers at 133,000 pounds gross weight.
105. PLT021 ATP
(Refer to appendix 2, figures 51 and 52.) What is the approximate landing weight for Operating Conditions L-1?

- A) 81,600 pounds.
- B) 80,300 pounds.
- C) 78,850 pounds.

106. PLT078 ATP

All 14 CFR part 139 airports must report

- A) accident and incident data annually.
- B) noise complaint statistics for each departure procedure or runway.
- C) declared distances for each runway.

107. PLT011 ATP

(Refer to appendix 2, figures 81, 82, and 83.) What is the takeoff safety speed for Operating Conditions G-1?

- A) 122 knots.
- B) 137 knots.
- C) 139 knots.

108. PLT010 ATP

(Refer to appendix 2, figures 45, 46, and 47.) What is the STAB TRIM setting for Operating Conditions A-3?

- A) 22 percent MAC.
- B) 20 percent MAC.
- C) 18 percent MAC.

109. PLT011 ATP

(Refer to appendix 2, figures 53, 54, and 55.) What is the takeoff EPR for Operating Conditions R-2?

- A) 2.18.
- B) 2.19.
- C) 2.16.

110. PLT011 ATP

(Refer to appendix 2, figures 45, 46, and 47.) What are V1 and VR speeds for Operating Conditions A-1?

- A) V1 120.5 knots; VR 123.5 knots.
- B) V1 123.1 knots; VR 125.2 knots.
- C) V1 122.3 knots; VR 124.1 knots.

111. PLT010 ATP

(Refer to appendix 2, figures 53 and 55.) What is the STAB TRIM setting for Operating Conditions R-5?

- A) 7-1/2 ANU.
- B) 6-3/4 ANU.
- C) 8 ANU.

112. PLT078 ATP

(Refer to appendix 2, figure 348.) What effect on the takeoff run can be expected on Rwy 11R at Tucson Intl?

- A) Takeoff length shortened to 6,986 feet by displaced threshold.
- B) Takeoff run will be lengthened by the 0.7 percent upslope of the runway.
- C) Takeoff run shortened by 0.7 percent runway slope to the SE.

113. PLT085 ATP

(Refer to appendix 2, figure 231.) Given the following conditions, what is the takeoff climb limit?

Airport OAT: 38° C
Airport Pressure Altitude: 14 ft.
Flaps: 15°
Engine Bleed for packs: On
Anti-ice: Off

- A) 136,000 lb.
- B) 137,500 lb.
- C) 139,000 lb.

114. PLT069 ATP

(Refer to appendix 2, figures 235 and 236.) Given the following conditions, what is the maximum Slush/Standing Water takeoff weight?

Dry field/obstacle limit weight: 180,000 lb.
Slush/standing water depth: .25 inches
Temperature (OAT): 30° C
Field pressure altitude: 5431 ft.
Field length available: 9000 ft.

No Reverse thrust

- A) 130,850 lb.
- B) 147,550 lb.
- C) 139,850 lb.

115. PLT011 ATP

(Refer to appendix 2, figures 237 and 238.) Given the following conditions, what are the takeoff V speeds?

Weight: 170,000 lb.
Flaps: 10°
Temperature (OAT): 25° C
Field pressure altitude: 427 ft.
Runway slope: 0%
Wind (KTS) Headwind: 8 KTS
Runway Condition: Wet Runway

For VR more than or equal to .1 VR, round up VR to the next value (example: 140 +.1 =141)

- A) V1 134 kts., VR 140 kts., V2 145 kts.
- B) V1 140 kts., VR 140 kts., V2 145 kts.
- C) V1 138 kts., VR 141 kts., V2 145 kts.

116. PLT020 ATP
(Refer to appendix 2, figures 63 and 64.) What is the turbulent air penetration N1 power setting for Operating Conditions Q-1?
A) 84.0 percent.
B) 82.4 percent.
C) 84.8 percent.

117. PLT011 ATP
You are rolling out after touchdown and decide you really need to abort your landing, and takeoff. Your airplane is at 116 knots and your engines have spooled down to 71% idle. You need a V2 of 142 to safely lift off and climb. The airplane will require 6 seconds to accelerate after the engines spool up to takeoff thrust, which requires 4 seconds. How much runway will you require for a safe landing abort from your decision point? (Use an average of 129 knots ground speed.)
A) 1,738 feet.
B) 2,178 feet.
C) 3,601 feet.

118. PLT147 ATP
A pilot of a high-performance airplane should be aware that flying a steeper-than-normal VASI glide slope angle may result in
A) a hard landing.
B) landing short of the runway threshold.
C) increased landing rollout.

119. PLT012 ATP
(Refer to appendix 2, figures 66 and 67.) What is the trip time corrected for wind under Operating Conditions Z-5?
A) 1 hour 11 minutes.
B) 62 minutes.
C) 56 minutes.

120. PLT012 ATP
(Refer to appendix 2, figures 66 and 67.) What is the estimated fuel consumption for Operating Conditions Z-1?
A) 5,970 pounds.
B) 5,230 pounds.
C) 5,550 pounds.

121. PLT016 ATP
(Refer to appendix 2, figure 70.) How many minutes of dump time is required to reduce fuel load to 16,000 pounds (@ 2,350 lbs/min)?

Initial weight	175,500 lb
Zero fuel weight	138,000 lb

A) 9 minutes.
B) 8 minutes.

C) 10 minutes.

122. PLT144 ATP

What effect, if any, will landing at a higher-than-recommended touchdown speed have on hydroplaning?

- A) Increases hydroplaning potential regardless of braking.
- B) No effect on hydroplaning, but increases landing roll.
- C) Reduces hydroplaning potential if heavy braking is applied.

123. PLT104 ATP

The crew monitoring function is essential,

- A) particularly during high altitude cruise flight modes to prevent CAT issues.
- B) particularly during approach and landing to prevent CFIT.
- C) during RNAV departures in class B airspace.

124. PLT104 ATP

CRM training refers to

- A) the two components of flight safety and resource management, combined with mentor feedback.
- B) the three components of initial indoctrination awareness, recurrent practice and feedback, and continual reinforcement.
- C) the five components of initial indoctrination awareness, communication principles, recurrent practice and feedback, coordination drills, and continual reinforcement.

125. PLT104 ATP

Error management evaluation

- A) should recognize not all errors can be prevented.
- B) may include error evaluation that should have been prevented.
- C) must mark errors as disqualifying.

126. PLT205 ATP

What is the effect of alcohol consumption on functions of the body?

- A) Alcohol has an adverse effect, especially as altitude increases.
- B) Alcohol has little effect if followed by equal quantities of black coffee.
- C) Small amounts of alcohol in the human system increase judgment and decision-making abilities.

127. PLT280 ATP

Sudden penetration of fog can create the illusion of

- A) leveling off.
- B) pitching up.
- C) pitching down.

128. PLT280 ATP

The illusion of being in a noseup attitude which may occur during a rapid acceleration takeoff is known as

- A) somatogravic illusion.

- B) autokinesis.
- C) inversion illusion.

129. PLT332 ATP

Which is a common symptom of hyperventilation?

- A) Increased vision keenness.
- B) Decreased breathing rate.
- C) Tingling of the hands, legs, and feet.

130. PLT097 ATP

What is a symptom of carbon monoxide poisoning?

- A) Rapid, shallow breathing.
- B) Dizziness.
- C) Pain and cramping of the hands and feet.

131. PLT512 ATP

Large areas of land

- A) tend to increase temperature variations.
- B) do not influence the troposphere.
- C) minimize temperature variations.

132. PLT203 ATP

Which feature is associated with the tropopause?

- A) Absence of wind and turbulence.
- B) Abrupt change of temperature lapse rate.
- C) Absolute upper limit of cloud formation.

133. PLT263 ATP

The tropopause is generally found when the free air temperatures are

- A) between -55° and -65° C.
- B) between -40° and -55° C.
- C) colder than -60° C.

134. PLT302 ATP

Which type clouds may be associated with the jetstream?

- A) Cumulonimbus cloud line where the jetstream crosses the cold front.
- B) Cirrostratus cloud band on the polar side and under the jetstream.
- C) Cirrus clouds on the equatorial side of the jetstream.

135. PLT475 ATP

If squalls are reported at the destination airport, what wind conditions existed at the time?

- A) Sudden increases in wind speed of at least 15 knots to a sustained wind speed of 20 knots, lasting for at least 1 minute.
- B) Rapid variation in wind direction of at least 20° and changes in speed of at least 10 knots between

peaks and lulls.

C) A sudden increase in wind speed of at least 16 knots, the speed rising to 22 knots or more for 1 minute or longer.

136. PLT108 ATP

Freezing Point Depressant (FPD) fluids used for deicing

- A) on the ground, cause no performance degradation during takeoff.
- B) provide ice protection during flight.
- C) are intended to provide ice protection on the ground only.

137. PLT108 ATP

Which of the following will decrease the holding time during anti-icing using a two-step process?

- A) Apply heated Type 2 fluid.
- B) Increase the viscosity of Type 1 fluid.
- C) Decrease the water content.

138. PLT108 ATP

What is the minimum glycol content of Type 1 deicing/anti-icing fluid?

- A) 50 percent.
- B) 30 percent.
- C) 80 percent.

139. PLT274 ATP

The following weather condition may be conducive to severe in-flight icing:

- A) visible rain at temperatures below 0° C ambient air temperature.
- B) visible moisture at temperatures below 5° C ambient temperature.
- C) visible rain at temperatures below 10° C ambient temperature.

140. PLT495 ATP

Convective clouds which penetrate a stratus layer can produce which threat to instrument flight?

- A) Freezing rain.
- B) Embedded thunderstorms.
- C) Clear air turbulence.

141. PLT475 ATP

Where do squall lines most often develop?

- A) Ahead of a cold front.
- B) In an occluded front.
- C) Behind a stationary front.

142. PLT302 ATP

Where are jetstreams normally located?

- A) In a break in the tropopause where intensified temperature gradients are located.
- B) In areas of strong low pressure systems in the stratosphere.

C) In a single continuous band, encircling the Earth, where there is a break between the equatorial and polar tropopause.

143. PLT493 ATP

Which conditions result in the formation of frost?

- A) The temperature of the collecting surface is at or below freezing and small droplets of moisture are falling.
- B) Temperature of the collecting surface is below the dewpoint and the dewpoint is also below freezing.
- C) Dew collects on the surface and then freezes because the surface temperature is lower than the air temperature.

144. PLT515 ATP

The Telephone Information Briefing Service (TIBS) recordings are provided by selected Automated Flight Service Stations and

- A) are updated on the hour.
- B) are designed to replace the standard briefing given by a flight service specialist.
- C) contain area briefings encompassing a 50 NM radius.

145. PLT515 ATP

The Federal Aviation Administration's Flight Information Service Data Link (FISDL) provides what products?

- A) METARs, SIGMETs, PIREPs, and AIRMETs.
- B) Convective SIGMETs, PIREPs, AWWs, and NOTAMs.
- C) SPECIs, SIGMETs, NOTAMs, and AIRMETs.

146. PLT047 ATP

When using a flight director system, what rate of turn or bank angle should a pilot observe during turns in a holding pattern?

- A) 3° per second or 25° bank, whichever is less.
- B) 1-1/2° per second or 25° bank, whichever is less.
- C) 3° per second or 30° bank, whichever is less.

147. PLT354 ATP

A GPS missed approach requires that the pilot take action to sequence the receiver

- A) over the MAWP.
- B) after the MAWP.
- C) just prior to the MAWP.

148. PLT354 ATP

To conduct a localizer performance with vertical guidance (LPV) RNAV (GPS) approach, the aircraft must be furnished with

- A) a GPS/WAAS receiver approved for an LPV approach by the AFM supplement.
- B) a GPS (TSO-129) receiver certified for IFR operations.
- C) an IFR approach-certified system with required navigation performance (RNP) of 0.5.

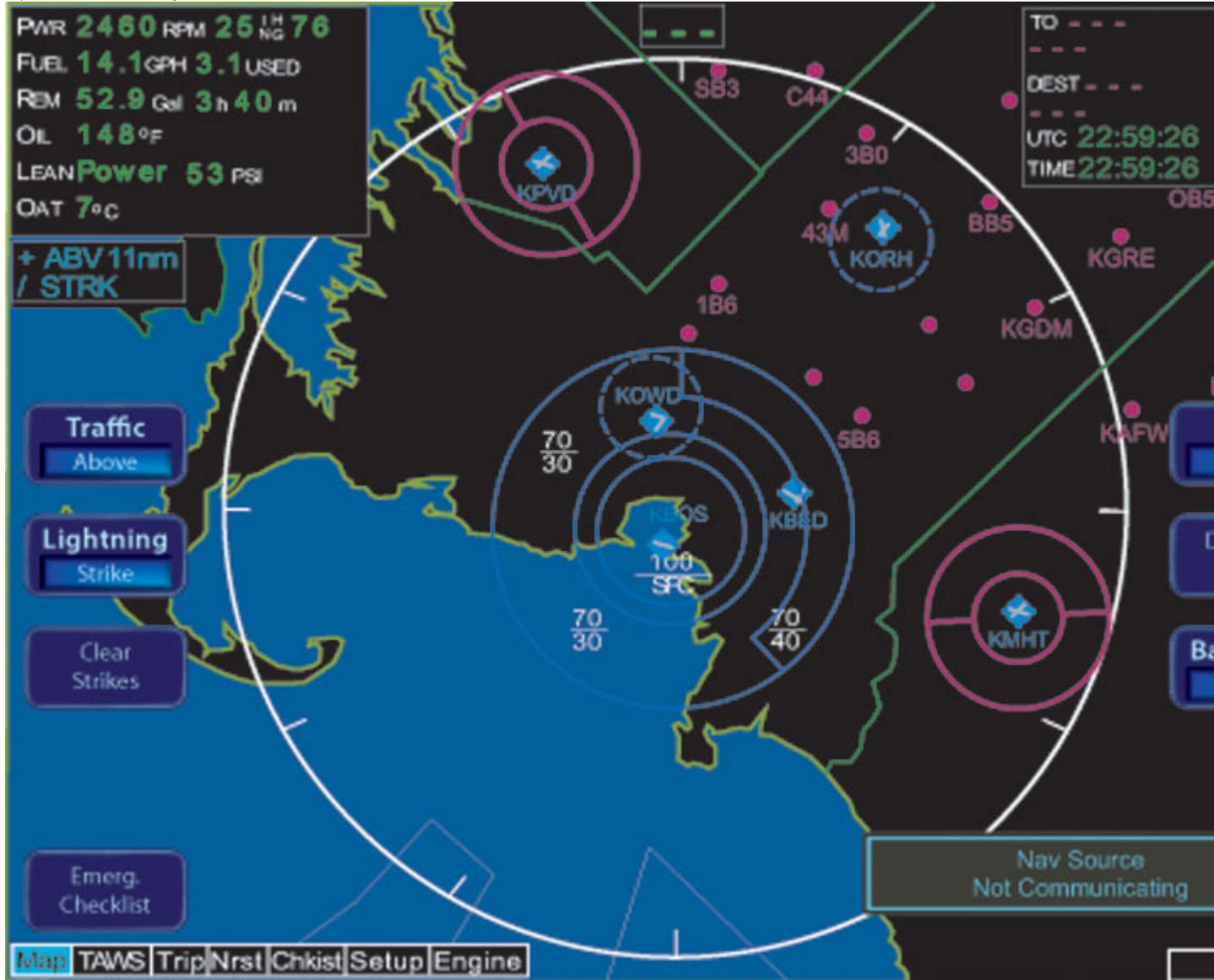
149.

PLT195

ATP

With no traffic identified by TCAS, you

- A) can rest assured that no other aircraft are in the area.
- B) must continually scan for other traffic in visual conditions.
- C) must scan only for hot air balloons.



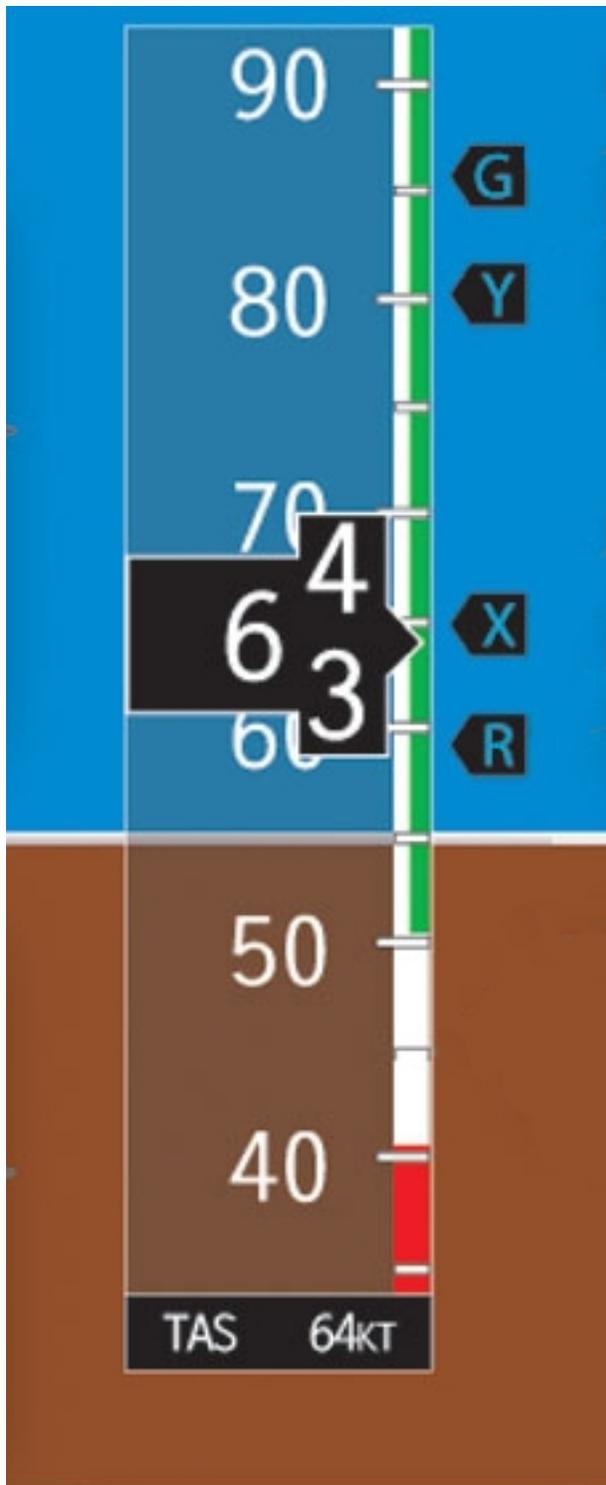
150.

PLT524

ATP

You see the indication in the figure on your PFD, but your standby indicator reads 120 knots and the power is set for 120-k level flight. You decide the

- A) pitot tube may be plugged with ice or a bug.
- B) standby indicator is defective because there is no red 'X' on the speed tape display.
- C) airspeed means attitude is incorrect.



151.

PLT143

ATP

(Refer to appendix 1, legend 15 and appendix 2, figure 215.) Windsor Locks/Bradley Intl, is an FAR Part 139 airport. What minimum number of aircraft rescue and fire-fighting vehicles, and what type and amount of fire-fighting agents are the airport required to have?

A) Three vehicles and 500 pounds of dry chemical (DC), or Halon 1211 or 450 pounds DC and 4,000

gallons of water.

B) Three vehicles and 500 pounds of dry chemical (DC), or Halon 1211 or 450 pounds DC plus 3,000 gallons of water.

C) Two vehicles and 600 pounds dry chemical (DC), or Halon 1211 or 500 pounds of DC plus 4,000 gallons of water.

152. PLT083 ATP

(Refer to appendix 2, figure 259.) Which approach lighting is available for Rwy 33R?

A) MIRL.

B) TDZ and CL.

C) MALSR with RAIL.

153. PLT149 ATP

Detailed investigations of runway incursions have identified

A) 2 major areas of contributing factors.

B) 3 major areas of contributing factors.

C) 4 major areas of contributing factors.

154. PLT045 ATP

The rate of descent for a 3.5° angle of descent glideslope is

A) 740 ft/min at 105 knots groundspeed.

B) 740 ft/min at 120 knots airspeed.

C) 740 ft/min at 120 knots groundspeed.

155. PLT389 ATP

A pilot employed by an air carrier and/or commercial operator may conduct GPS/WAAS instrument approaches

A) if they are not prohibited by the FAA-approved aircraft flight manual and the flight manual supplement.

B) only if approved in their air carrier/commercial operator operations specifications.

C) only if the pilot was evaluated on GPS/WAAS approach procedures during their most recent proficiency check.

156. PLT049 ATP

(Refer to appendix 2, figures 202 and 206.) PTL 55 received the following clearance from Bay Approach Control. PTL 55 is cleared ILS RWY 19L at SFO, sidestep to RWY 19R. 1.3 times the V_{so} speed, of PTL 55, is 165 knots. What is the lowest minimum descent altitude (MDA) and the lowest visibility that PTL 55 may accomplish the sidestep?

A) 340-1.

B) 340-2.

C) 340-1-1/2.

157. PLT049 ATP

(Refer to appendix 2, figure 273.) The touchdown zone elevation of the ILS RWY 25L approach at Phoenix Sky Harbor Intl is

A) 1,126 feet.

- B) 1,135 feet.
- C) 1,458 feet.

158. PLT049 ATP

(Refer to appendix 2, figure 293.) The La Guardia weather goes below minimums and New York Approach Control issues a clearance to N711JB, via radar vectors, to ASALT Intersection. What is the lowest altitude that Approach Control may clear N711JB to cross ASALT Intersection?

- A) 2,500 feet.
- B) 3,000 feet.
- C) 2,000 feet.

159. PLT208 ATP

(Refer to appendix 2, figure 112.) What action should the pilot take if communications were lost during the Cugar Four Arrival, after turning on the 305 radial of IAH?

- A) Proceed direct to IAH VORTAC, then outbound on the IAH R-125 for a procedure turn for final approach.
- B) Proceed direct to IAH VORTAC, then to either IAF on the IAH 10 DME Arc to final approach.
- C) From BANTY INT, proceed to the IAF on the IAH R-290, then continue on the IAH 10 DME Arc to final approach.

160. PLT162 ATP

A minimum instrument altitude for enroute operations off of published airways which provides obstruction clearance of 1,000 feet in nonmountainous terrain areas and 2,000 feet in designated mountainous areas within the United States is called

- A) Minimum Obstruction Clearance Altitude (MOCA).
- B) Minimum Safe/Sector Altitude (MSA).
- C) Off-Route Obstruction Clearance Altitude (OROCA).

161. PLT055 ATP

(Refer to appendix 2, figure 121, upper panel.) On the airway J220 (BUF R-158) SE of Buffalo, the MAA is 39,000 feet. What is the MAA on J547 between BUF and PMM (lower panel)?

- A) 60,000 feet.
- B) 45,000 feet.
- C) 43,000 feet.

162. PLT058 ATP

(Refer to appendix 2, figure 114, lower panel.) What is the minimum en route altitude on V210, when crossing the POM VORTAC southwest bound and continuing on the same airway?

- A) 5,300 feet.
- B) 10,300 feet.
- C) 10,700 feet.

163. PLT148 ATP

Identify touchdown zone lighting (TDZL).

- A) Two rows of transverse light bars disposed symmetrically about the runway centerline.
- B) Alternate white and green centerline lights extending from 75 feet from the threshold through the

touchdown zone.

C) Flush centerline lights spaced at 50-foot intervals extending through the touchdown zone.

164. PLT141 ATP

(Refer to appendix 2, figure 131.) What is the runway distance remaining at 'C' for a nighttime takeoff on runway 9?

- A) 1,000 feet.
- B) 1,800 feet.
- C) 1,500 feet.

165. PLT147 ATP

Which color on a tri-color VASI is a `low` indication?

- A) Green.
- B) Amber (not dark amber).
- C) Red.

166. PLT141 ATP

"THL" is the acronym for

- A) Takeoff hold lights.
- B) Taxi holding lights.
- C) Terminal holding lights

167. PLT128 ATP

During an en route descent in a fixed-thrust and fixed-pitch attitude configuration, both the ram air input and drain hole of the pitot system become completely blocked by ice. What airspeed indication can be expected?

- A) Increase in indicated airspeed.
- B) Indicated airspeed remains at the value prior to icing.
- C) Decrease in indicated airspeed.

168. PLT166 ATP

When setting the altimeter, pilots should disregard

- A) corrections for instrument error.
- B) corrections for static pressure systems.
- C) effects of nonstandard atmospheric temperatures and pressures.

169. PLT202 ATP

Where does the DME indicator have the greatest error between the ground distance and displayed distance to the VORTAC?

- A) Low altitudes close to the VORTAC.
- B) High altitudes close to the VORTAC.
- C) Low altitudes far from the VORTAC.

170. PLT354 ATP

If the missed approach is not activated, the GPS receiver will display

- A) an extension of the inbound final approach course.
- B) an extension of the outbound final approach course.
- C) an extension of the outbound final approach course, and the ATD will increase from the MAWP.

171. PLT354 ATP

If Receiver Autonomous Integrity Monitoring (RAIM) is not available when setting up for GPS approach, the pilot should

- A) continue to the MAP and hold until the satellites are recaptured.
- B) proceed as cleared to the IAF and hold until satellite reception is satisfactory.
- C) select another type of approach using another type of navigation aid.

172. PLT354 ATP

Aircraft navigating by GPS are considered, on the flight plan, to be

- A) RNAV equipped.
- B) FMS/EFIS equipped.
- C) Astrotracker equipped.

173. PLT354 ATP

What does "UNREL" indicate in the following GPS and WAAS NOTAM :BOS BOS WAAS LPV AND LNAV/VNAV MNM UNREL WEF 0305231700 - 0305231815?

- A) Satellite signals are currently unavailable to support LPV and LNAV/VNAV approaches to the Boston airport.
- B) The predicted level of service, within the time parameters of the NOTAM, may not support LPV approaches.
- C) The predicted level of service, within the time parameters of the NOTAM, will not support LNAV/VNAV and MLS approaches.

174. PLT354 ATP

"Unreliable", as indicated in the following GPS NOTAMS: SFO 12/051 SFO WAAS LNAV/VNAV AND LPV MNM UNRELBL WEF0512182025-0512182049 means

- A) within the time parameters of the NOTAM, the predicted level of service will not support LPV approaches.
- B) satellite signals are currently unavailable to support LPV and LNAV/VNAV approaches.
- C) within the time parameters of the NOTAM, the predicted level of service will not support RNAV and MLS approaches.

175. PLT354 ATP

Pilots are not authorized to fly a published RNAV or RNP procedure unless it is retrievable by the procedure name from

- A) the aircraft navigation database, or manually loaded with each individual waypoint in the correct sequence.
- B) the aircraft navigation database, or manually loaded with each individual waypoint and verified by the pilot(s).
- C) the aircraft navigation database.

176. PLT354 ATP

You arrive at the initial fix for the LPV approach into XYZ. The preflight briefer issued you an unreliable advisory on the approach before you took off. Your avionics indicates good signals and full GPS service is available. You

- A) know you can fly the approach down to LPV minimums.
- B) cannot use that approach because of the advisory from FSS.
- C) must revert to another approach system such as VOR.

177. PLT087 ATP

(Refer to appendix 2, figure 123.) You receive this ATC clearance:

'...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL...'

What is the recommended procedure to enter the holding pattern?

- A) Direct only.
- B) Parallel only.
- C) Teardrop only.

178. PLT296 ATP

(Refer to appendix 2, figure 124.) A pilot receives this ATC clearance:

'...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL...'

What is the recommended procedure to enter the holding pattern?

- A) Teardrop only.
- B) Direct only.
- C) Parallel only.

179. PLT296 ATP

Civil aircraft holding at an altitude of 14,000 feet at a military or joint civil/military use airport should expect to operate at which holding pattern airspeed?

- A) 250 knots.
- B) 230 knots.
- C) 260 knots.

180. PLT355 ATP

(Refer to appendix 2, figures 142 and 143.) To which aircraft position does HSI presentation 'D' correspond?

- A) 4.
- B) 17.
- C) 15.

181. PLT358 ATP

Within what frequency range does the localizer transmitter of the ILS operate?

- A) 108.10 to 111.95 MHz.
- B) 108.10 to 118.10 MHz.
- C) 108.10 to 117.95 MHz.

182. PLT277 ATP

What aural and visual indications should be observed over an ILS middle marker?

- A) Continuous dots at the rate of six per second identified as a high-pitched tone.
- B) Alternate dots and dashes identified as an intermediate tone.
- C) Continuous dashes at the rate of two per second identified as a low-pitched tone.

183. PLT083 ATP

(Refer to appendix 2, figure 279, and appendix 1, legend 9.) What is the approximate rate of descent required (for planning purposes) to maintain the electronic glide slope at 120 KIAS with a reported headwind component of 15 knots?

- A) 635 ft/min.
- B) 650 ft/min.
- C) 555 ft/min.

184. PLT083 ATP

When cleared to execute a published side-step maneuver, at what point is the pilot expected to commence this maneuver?

- A) As soon as possible after the runway environment is in sight.
- B) At the published DH.
- C) At the MDA published or a circling approach.

185. PLT379 ATP

An airport may not be qualified for alternate use if

- A) the airport has AWOS-3 weather reporting.
- B) the airport is located next to a restricted or prohibited area.
- C) the NAVAIDS used for the final approach are unmonitored.

186. PLT091 ATP

(Refer to appendix 2, figure 125.) What is the magnetic bearing TO the station as indicated by illustration 4?

- A) 285°.
- B) 235°.
- C) 055°.

187. PLT091 ATP

(Refer to appendix 2, figure 125.) Which RMI illustration indicates the aircraft is located on the 055° radial of the station and heading away from the station?

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

188. PLT225 ATP

What is one limitation when filing a random RNAV route on an IFR flight plan?

- A) The entire route must be within radar environment.
- B) The waypoints may only be defined by degree-distance fixes based on appropriate navigational aids.
- C) The waypoints must be located within 200 NM of each other.

189. PLT361 ATP

How does the SDF differ from an ILS LOC?

- A) SDF - 15° usable off course indications, ILS - 35°.
- B) SDF - 6° or 12° wide, ILS - 3° to 6°.
- C) SDF - offset from runway plus 4° minimum, ILS - aligned with runway.

190. PLT090 ATP

Which indication may be received when a VOR is undergoing maintenance and is considered unreliable?

- A) An automatic voice recording stating the VOR is out-of-service for maintenance.
- B) Identifier is preceded by 'M' and an intermittent 'OFF' flag might appear.
- C) Coded identification T-E-S-T.

191. PLT276 ATP

When is the course deviation indicator (CDI) considered to have a full-scale deflection?

- A) When the CDI deflects from full-scale left to full-scale right, or vice versa.
- B) When the CDI deflects from half-scale left to half-scale right, or vice versa.
- C) When the CDI deflects from the center of the scale to full-scale left or right.

192. PLT506 ATP

The maximum speed during takeoff that the pilot may abort the takeoff and stop the airplane within the accelerate-stop distance is

- A) VEF.
- B) V1.
- C) V2.

193. PLT506 ATP

Which is the correct symbol for design cruising speed?

- A) V_C .
- B) V_A .
- C) V_S .

194. PLT395 ATP

What is the name of an area beyond the end of a runway which does not contain obstructions and can be considered when calculating takeoff performance of turbine-powered aircraft?

- A) Stopway.
- B) Obstruction clearance plane.
- C) Clearway.

195. PLT432 ATP

"Operational control" of a flight refers to

- A) exercising the privileges of pilot in command of an aircraft.
- B) the specific duties of any required crewmember.

C) exercising authority over initiating, conducting, or terminating a flight.

196. PLT395 ATP

An airport approved by the Administrator for use by an air carrier certificate holder for the purpose of providing service to a community when the regular airport is not available is a/an:

- A) alternate airport.
- B) provisional airport.
- C) destination airport.

197. PLT388 ATP

Information recorded during normal operation of a cockpit voice recorder in a large pressurized airplane with four reciprocating engines

- A) may be erased or otherwise obliterated except for the last 30 minutes prior to landing.
- B) may all be erased or otherwise obliterated except for the last 30 minutes.
- C) may all be erased, as the voice recorder is not required on an aircraft with reciprocating engines.

198. PLT380 ATP

The minimum weather conditions that must exist for an airport to be listed as an alternate in the dispatch release for a domestic air carrier flight are

- A) those listed in the NOAA IAP charts for the alternate airport, from 1 hours before or after the ETA for that flight.
- B) those listed in the NOAA IAP charts for the alternate airport, at the time the flight is expected to arrive.
- C) those specified in the certificate holder's Operations Specifications for that airport, when the flight arrives.

199. PLT385 ATP

What restrictions must be observed regarding the carrying of cargo in the passenger compartment of an airplane operated under FAR Part 121?

- A) All cargo must be separated from the passengers by a partition capable of withstanding certain load stresses.
- B) Cargo may be carried aft of a divider if properly secured by a safety belt or other tiedown having enough strength to eliminate the possibility of shifting.
- C) All cargo must be carried in a suitable flame resistant bin and the bin must be secured to the floor structure of the airplane.

200. PLT390 ATP

Who must the crew of a domestic or flag air carrier airplane be able to communicate with, under normal conditions, along the entire route (in either direction) of flight?

- A) Appropriate dispatch office.
- B) Any FSS.
- C) ARINC.

201. PLT405 ATP

Each crewmember shall have readily available for individual use on each flight a

- A) flashlight in good working order.

- B) key to the flight deck door.
- C) certificate holder's manual.

202. PLT444 ATP

Assuring that appropriate aeronautical charts are aboard an aircraft is the responsibility of the

- A) flight navigator.
- B) pilot in command.
- C) aircraft dispatcher.

203. PLT323 ATP

Where can the pilot of a flag air carrier airplane find the latest FDC NOTAM's?

- A) Notices To Airmen publication.
- B) Airport/Facility Directory.
- C) Any company dispatch facility.

204. PLT436 ATP

Which document includes descriptions of the required crewmember functions to be performed in the event of an emergency?

- A) Airplane Flight Manual.
- B) Pilot's Emergency Procedures Handbook.
- C) Certificate holder's manual.

205. PLT422 ATP

A domestic air carrier flight has a delay while on the ground, at an intermediate airport. How long before a redispach release is required?

- A) Not more than 2 hours.
- B) More than 6 hours.
- C) Not more than 1 hour.

206. PLT398 ATP

By regulation, who shall provide the pilot in command of a domestic or flag air carrier airplane information concerning weather, and irregularities of facilities and services?

- A) Air route traffic control center.
- B) The aircraft dispatcher.
- C) Director of operations.

207. PLT210 ATP

If it becomes necessary to shut down one engine on a domestic air carrier three-engine turbojet airplane, the pilot in command

- A) may continue to the planned destination if this is considered as safe as landing at the nearest suitable airport.
- B) may continue to the planned destination if approved by the company aircraft dispatcher.
- C) must land at the nearest suitable airport, in point of time, at which a safe landing can be made.

208. PLT403 ATP

An aircraft dispatcher declares an emergency for a flight and a deviation results. A written report shall be sent through the air carriers operations manager by the

- A) dispatcher to the FAA Administrator within 10 days of the event.
- B) pilot in command to the FAA Administrator within 10 days of the event.
- C) certificate holder to the FAA Administrator within 10 days of the event.

209. PLT403 ATP

When the pilot in command is responsible for a deviation during an emergency, the pilot should submit a written report within

- A) 10 days after returning home.
- B) 10 days after the deviation.
- C) 10 days after returning to home base.

210. PLT404 ATP

Which emergency equipment is required for a flag air carrier flight between John F. Kennedy International Airport and London, England?

- A) A self-buoyant, water resistant, portable survival-type emergency locator transmitter for each required liferaft.
- B) A life preserver equipped with an approved survivor locator light or other flotation device for the full seating capacity of the airplane.
- C) An appropriately equipped survival kit attached to each required liferaft.

211. PLT404 ATP

For a flight over uninhabited terrain, an airplane operated by a flag or supplemental air carrier must carry enough appropriately equipped survival kits for

- A) all passenger seats.
- B) all aircraft occupants.
- C) all of the passengers, plus 10 percent.

212. PLT404 ATP

An airplane operated by a supplemental air carrier flying over uninhabited terrain must carry which emergency equipment?

- A) Suitable pyrotechnic signaling devices.
- B) Survival kit for each passenger.
- C) Colored smoke flares and a signal mirror.

213. PLT408 ATP

Which factor determines the minimum number of hand fire extinguishers required for flight under FAR Part 121?

- A) Airplane passenger seating accommodations.
- B) Number of passenger cabin occupants.
- C) Number of passengers and crewmembers aboard.

214. PLT436 ATP

If a required instrument on a multiengine airplane becomes inoperative, which document dictates whether the flight may continue en route?

- A) A Master Minimum Equipment List for the airplane.
- B) Certificate holder`s manual.
- C) Original dispatch release.

215. PLT029 ATP

Below what altitude, except when in cruise flight, are non-safety related cockpit activities by flight crewmembers prohibited?

- A) FL 180.
- B) 14,500 feet.
- C) 10,000 feet.

216. PLT373 ATP

Under which condition is a flight engineer required as a flight crewmember in FAR Part 121 operations?

- A) If the airplane is being flown on proving flights, with revenue cargo aboard.
- B) If required by the airplane's type certificate.
- C) If the airplane is powered by more than two turbine engines.

217. PLT368 ATP

When carrying a passenger aboard an all-cargo aircraft, which of the following applies?

- A) Crew-type oxygen must be provided for the passenger.
- B) The passenger must have access to a seat in the pilot compartment.
- C) The pilot in command may authorize the passenger to be admitted to the crew compartment.

218. PLT459 ATP

If there is a required emergency exit located in the flightcrew compartment, the door which separates the compartment from the passenger cabin must be

- A) unlocked during takeoff and landing.
- B) latched open during takeoff and landing.
- C) locked at all times, except during any emergency declared by the pilot in command.

219. PLT412 ATP

The information required in the flight release for supplemental air carriers and commercial operators that is not required in the dispatch release for flag and domestic air carriers is the

- A) minimum fuel supply.
- B) weather reports and forecasts.
- C) names of all crewmembers.

220. PLT409 ATP

How does deadhead transportation, going to or from a duty assignment, affect the computation of flight time limits for air carrier flight crewmembers? It is

- A) not considered to be part of a rest period.
- B) considered part of the rest period for flight engineers and navigators.
- C) considered part of the rest period if the flightcrew includes more than two pilots.

221. PLT409 ATP

A flag air carrier may schedule a pilot to fly in an airplane, having two pilots and one additional flight crewmember, for no more than

- A) 8 hours during any 12 consecutive hours.
- B) 12 hours during any 24 consecutive hours.
- C) 10 hours during any 12 consecutive hours.

222. PLT409 ATP

The maximum number of hours that a supplemental air carrier pilot may fly, as a crewmember, in a commercial operation, in any 30 consecutive days is

- A) 120 hours.
- B) 300 hours.
- C) 100 hours.

223. PLT443 ATP

The `age 65 rule` of 14 CFR part 121 applies to

- A) any flight crewmember.
- B) any required pilot crewmember.
- C) the pilot in command only.

224. PLT493 ATP

What action is required prior to takeoff if snow is adhering to the wings of an air carrier airplane?

- A) Add 15 knots to the normal VR speed as the snow will blow off.
- B) Sweep off as much snow as possible and the residue must be polished smooth.
- C) Assure that the snow is removed from the airplane.

225. PLT443 ATP

When a pilot's flight time consists of 80 hours' pilot in command in a particular type airplane, how does this affect the minimums for the destination airport?

- A) Has no effect on destination but alternate minimums are no less than 300 and 1.
- B) Minimums are increased by 100 feet and 1/2 mile.
- C) Minimums are decreased by 100 feet and 1/2 mile.

226. PLT407 ATP

Category II ILS operations below 1600 RVR and a 150-foot DH may be approved after the pilot in command has

- A) logged 100 hours' flight time in make and model airplane under 14 CFR part 121 and three Category II ILS approaches in actual or simulated IFR conditions with 150-foot DH since the beginning of the sixth preceding month.
- B) logged 90 hours' flight time, 10 takeoffs and landings in make and model airplane and three Category II ILS approaches in actual or simulated IFR conditions with 150-foot DH since the beginning of the sixth preceding month, in operations under 14 CFR parts 91 and 121.
- C) made at least six Category II approaches in actual IFR conditions with 100-foot DH within the preceding 12 calendar months.

227. PLT442 ATP

What is one of the requirements that must be met by an airline pilot to re-establish recency of

experience?

- A) At least one landing must be made from a circling approach.
- B) At least one precision approach must be made to the lowest minimums authorized for the certificate holder.
- C) At least one full stop landing must be made.

228. PLT465 ATP

When may two persons share one approved safety belt in a lounge seat?

- A) Only during the en route flight.
- B) During all operations except the takeoff and landing portion of a flight.
- C) When one is an adult and one is a child under 3 years of age.

229. PLT438 ATP

If either pilot of an air carrier airplane leaves the duty station while flying at FL 410, the other pilot

- A) must have a quick-donning type oxygen mask available.
- B) and the flight engineer shall put on their oxygen masks and breathe oxygen.
- C) shall put on the oxygen mask and breathe oxygen.

230. PLT438 ATP

The supplemental oxygen requirements for passengers when a flight is operated at FL 250 is dependent upon the airplane's ability to make an emergency descent to a flight altitude of

- A) 14,000 feet within 4 minutes.
- B) 12,000 feet within 4 minutes or at a minimum rate of 2,500 ft/min, whichever is quicker.
- C) 10,000 feet within 4 minutes.

231. PLT438 ATP

For flights above which cabin altitude must oxygen be provided for all passengers during the entire flight at those altitudes?

- A) 14,000 feet.
- B) 16,000 feet.
- C) 15,000 feet.

232. PLT034 ATP

For which of these aircraft is the 'clearway' for a particular runway considered in computing takeoff weight limitations?

- A) U.S. certified air carrier airplanes certificated after August 29, 1959.
- B) Turbine-engine-powered transport airplanes certificated after September 30, 1958.
- C) Those passenger-carrying transport aircraft certificated between August 26, 1957 and August 30, 1959.

233. PLT396 ATP

If a four-engine air carrier airplane is dispatched from an airport that is below landing minimums, what is the maximum distance that a departure alternate airport may be located from the departure airport?

- A) Not more than 2 hours at normal cruise speed in still air with one engine inoperative.
- B) Not more than 2 hours at cruise speed with one engine inoperative.

C) Not more than 1 hour at normal cruise speed in still air with one engine inoperative.

234. PLT459 ATP

The minimum weather conditions that must exist for a domestic air carrier flight to take off from an airport that is not listed in the Air Carrier's Operations Specifications (takeoff minimums are not prescribed for that airport.) is

- A) 1,000 - 1, 900 - 11/4, or 800 - 2.
- B) 1,000 - 1, 900 - 11/2, or 800 - 2.
- C) 800 - 2, 1,100 - 1, or 900 - 11/2.

235. PLT449 ATP

If a flight crewmember completes a required annual flight check in December 2010 and the required annual recurrent flight check in January 2012, the latter check is considered to have been taken in

- A) January 2011.
- B) November 2010.
- C) December 2011.

236. PLT449 ATP

A pilot in command must complete a proficiency check or simulator training within the preceding

- A) 24 calendar months.
- B) 6 calendar months.
- C) 12 calendar months.

237. PLT442 ATP

What are the line check requirements for a domestic air carrier pilot in command under 60 years of age?

- A) The line check is required only when the pilot is scheduled to fly into special areas and airports.
- B) The line check is required every 12 calendar months in one of the types of airplanes to be flown.
- C) The line check is required every 12 months in each type aircraft in which the pilot may fly.

238. PLT407 ATP

How often must a crewmember actually operate the airplane emergency equipment, after initial training? Once every

- A) 6 calendar months.
- B) 24 calendar months.
- C) 12 calendar months.

239. PLT398 ATP

For flight planning, a Designated ETOPS Alternate Airport

- A) for ETOPS up to 180 minutes, must have RFFS equivalent to that specified by ICAO Category 3, unless the airport's RFFS can be augmented by local fire fighting assets within 45 minutes.
- B) for ETOPS up to 180 minutes, must have RFFS equivalent to that specified by ICAO Category 4, unless the airport's RFFS can be augmented by local fire fighting assets within 45 minutes.
- C) for ETOPS up to 180 minutes, must have RFFS equivalent to that specified by ICAO Category 4, unless the airport's RFFS can be augmented by local fire fighting assets within 30 minutes.

240. PLT404 ATP
The emergency lights on a passenger carrying airplane must be armed or turned on during
A) takeoff, cruise, and landing.
B) taxiing, takeoff, cruise, and landing.
C) taxiing, takeoff, and landing.

241. PLT462 ATP
Where should the portable battery-powered megaphone be located if only one is required on a passenger-carrying airplane?
A) In the cabin near the over-the-wing emergency exit.
B) The most forward location in the passenger cabin.
C) The most rearward location in the passenger cabin.

242. PLT404 ATP
If a passenger-carrying landplane is required to have an automatic deploying escape slide system, when must this system be armed?
A) During taxi, takeoff, landing, and after ditching.
B) Only for takeoff and landing.
C) For taxi, takeoff, and landing.

243. PLT438 ATP
What is the minimum number of acceptable oxygen-dispensing units for first-aid treatment of occupants who might require undiluted oxygen for physiological reasons?
A) Four.
B) Two.
C) Three.

244. PLT322 ATP
When an air carrier flight is operated under IFR or over-the-top on 'victor airways,' which navigation equipment is required to be installed in duplicate?
A) VOR and DME.
B) VOR.
C) ADF.

245. PLT429 ATP
When must an air carrier airplane be DME/suitable RNAV system equipped?
A) For flights at or above FL 180.
B) Whenever VOR navigation equipment is required.
C) In Class E airspace for all IFR or VFR on Top operations.

246. PLT322 ATP
When a pilot plans a flight using NDB NAVAIDS, which rule applies?
A) The airplane must have sufficient fuel to proceed, by means of one other independent navigation system, to a suitable airport and complete an instrument approach by use of the remaining airplane radio system.

- B) The pilot must be able to return to the departure airport using other navigation radios anywhere along the route with 150% of the forecast headwinds.
- C) The airplane must have sufficient fuel to proceed, by means of VOR NAVAIDS, to a suitable airport and land anywhere along the route with 150% of the forecast headwinds.

247. PLT279 ATP

Which equipment requirement must be met by an air carrier that elects to use a dual Inertial Navigation System (INS) on a proposed flight?

- A) Only one INS is required to be operative, if a Doppler Radar is substituted for the other INS.
- B) The dual system must consist of two operative INS units.
- C) A dual VORTAC/ILS system may be substituted for an inoperative INS.

248. PLT404 ATP

Federal Aviation Regulations require that interior emergency lights, on aircraft having a passenger seating configuration of 20 to

- A) be armed or turned on during taxiing and all flight operations.
- B) operate automatically when subjected to a negative G load.
- C) be operable manually from the flightcrew station and a point in the passenger compartment.

249. PLT462 ATP

The crewmember interphone system on a large turbojet- powered airplane provides a means of two-way communications between ground personnel and at least one of two flight crewmembers in the pilot compartment, when the aircraft is on the ground.

The interphone station for use by ground personnel must be located so that those using the system from that station

- A) are always visible from within the airplane.
- B) may avoid visible detection from within the airplane.
- C) are able to avoid the intake areas of the engines.

250. PLT011 ATP

When computing the takeoff data for reciprocating powered airplanes, what is the percentage of the reported headwind component that may be applied to the `still air` data?

- A) Not more than 100 percent.
- B) Not more than 50 percent.
- C) Not more than 150 percent.

251. PLT442 ATP

What recent experience is required to be eligible for the practical test for the original issue of a Category II authorization?

- A) Within the previous 12 calendar months, six ILS approaches flown by use of an approach coupler to the Category I or Category II DH.
- B) Within the previous 6 months, six ILS approaches, three of which may be flown to the Category I DH by use of an approach coupler.
- C) Within the previous 6 months, six ILS approaches flown manually to the Category I DH.

252. PLT447 ATP

When a facsimile replacement is received for an airman's medical certificate, for what maximum time is this document valid?

- A) 30 days.
- B) 90 days.
- C) 60 days.

253. PLT463 ATP

How soon after the conviction for driving while intoxicated by alcohol or drugs shall it be reported to the FAA, Civil Aviation Security Division?

- A) No later than 60 days after the motor vehicle action.
- B) No later than 30 working days after the motor vehicle action.
- C) Required to be reported upon renewal of medical certificate.

254. PLT409 ATP

In a 24-hour consecutive period, what is the maximum time, excluding briefing and debriefing, that an airline transport pilot may instruct other pilots in air transportation service?

- A) 6 hours.
- B) 10 hours.
- C) 8 hours.

255. PLT427 ATP

An applicant who is scheduled for a practical test for an airline transport pilot certificate, in an approved flight simulator, is

- A) not required to have a medical certificate.
- B) required to have a first-class medical certificate.
- C) required to have at least a current third-class medical certificate.

256. PLT443 ATP

A commercial pilot has a type rating in a B-727 and B-737. A flight test is completed in a B-747 for the Airline Transport Pilot Certificate. What pilot privileges may be exercised regarding these airplanes?

- A) ATP - B-747; Commercial - B-727 and B-737.
- B) ATP - B-747, B-727, and B-737.
- C) Commercial - B-737; ATP - B-727 and B-747.

257. PLT040 ATP

(Refer to appendix 2, figure 127.) Which altitude is appropriate for circle 6 (top of Class G airspace)?

- A) 700 or 2,500 feet AGL.
- B) 500 or 2,000 feet AGL.
- C) 700 or 1,200 feet AGL.

258. PLT040 ATP

(Refer to appendix 2, figure 126.) What is the usual radius from the airport of the inner circle (now called surface area), C?

- A) 5 miles.
- B) 10 miles.

C) 7 miles.

259. PLT405 ATP

An approved minimum equipment list or FAA Letter of Authorization allows certain instruments or equipment

- A) to be inoperative prior to beginning a flight in an aircraft if prescribed procedures are followed.
- B) to be inoperative anytime with no other documentation required or procedures to be followed.
- C) to be inoperative for a one-time ferry flight of a large airplane to a maintenance base without further documentation from the operator or FAA with passengers on board.

260. PLT429 ATP

When is DME or suitable RNAV required for an instrument flight?

- A) Above 12,500 feet MSL.
- B) In terminal radar service areas.
- C) At or above 24,000 feet MSL if VOR navigational equipment is required.

261. PLT508 ATP

What is the maximum permissible variation between the two bearing indicators on a dual VOR system when checking one VOR against the other?

- A) 6° on the ground and in flight.
- B) 6° in flight and 4° on the ground.
- C) 4° on the ground and in flight.

262. PLT161 ATP

The maximum indicated airspeed that an aircraft may be flown in Class B airspace, after departing the primary airport, while at 1,700 feet AGL and 3.5 nautical miles from the airport is

- A) 250 knots.
- B) 200 knots.
- C) 230 knots.

263. PLT163 ATP

What is the required flight visibility and distance from clouds if you are operating in Class E airspace at 9,500 feet with a VFR-on-Top clearance during daylight hours?

- A) 3 statute miles, 500 feet above, 1,000 feet below, and 2,000 feet horizontal.
- B) 5 statute miles, 500 feet above, 1,000 feet below, and 2,000 feet horizontal.
- C) 3 statute miles, 1,000 feet above, 500 feet below, and 2,000 feet horizontal.

264. PLT393 ATP

Which publication includes information on operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications Airspace?

- A) 14 CFR Part 91.
- B) 14 CFR Part 121.
- C) ICAO Annex 1, Chapter 2.

265. PLT161 ATP

At what minimum altitude is a turbine- engine-powered, or large airplane, required to enter Class D airspace?

- A) 2,000 feet AGL.
- B) 2,500 feet AGL.
- C) 1,500 feet AGL.

266. PLT383 ATP

During an emergency, a pilot in command does not deviate from a 14 CFR rule but is given priority by ATC. To whom or under what condition is the pilot required to submit a written report?

- A) Upon request by ATC, submit a written report within 48 hours to the ATC manager.
- B) To the manager of the facility in control within 10 days.
- C) To the manager of the General Aviation District Office within 10 days.

267. PLT406 ATP

What action should be taken if one of the two VHF radios fail while IFR in controlled airspace?

- A) Notify ATC immediately.
- B) Monitor the VOR receiver.
- C) Squawk 7600.

268. PLT147 ATP

A pilot approaching to land a turbine-powered airplane on a runway served by a VASI shall

- A) maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.
- B) use the VASI only when weather conditions are below basic VFR.
- C) not use the VASI unless a clearance for a VASI approach is received.

269. PLT277 ATP

If the middle marker for a Category I ILS approach is inoperative,

- A) the RVR required to begin the approach is increased by 20%.
- B) the DA/DH is increased by 50 feet.
- C) the inoperative middle marker has no effect on straight-in minimums.

270. PLT420 ATP

What minimum ground visibility may be used instead of a prescribed visibility criteria of RVR 16 when that RVR value is not reported?

- A) 1/4 SM.
- B) 3/8 SM.
- C) 3/4 SM.

271. PLT420 ATP

Which ground components are required to be operative for a Category II approach in addition to LOC, glideslope, marker beacons, and approach lights?

- A) Radar, VOR, ADF, taxiway lead-off lights and RVR.
- B) All of the required ground components.
- C) RCLS and REIL.

272.

PLT420

ATP

In addition to the localizer, glideslope, marker beacons, approach lighting, and HIRL, which ground components are required to be operative for a Category II instrument approach to a DH below 150 feet AGL?

- A) Radar, VOR, ADF, runway exit lights, and RVR.
- B) RCLS and REIL.
- C) Each required ground component.

273.

PLT420

ATP

When must the pilot initiate a missed approach procedure from an ILS approach?

- A) At the DA/DH, if the visual references for the intended runway are not distinctly visible, or anytime thereafter that visual reference is lost.
- B) When the time has expired after reaching the DA/DH and the runway environment is not clearly visible.
- C) At the DA/DH when the runway is not clearly visible.

274.

PLT420

ATP

The visibility criteria for a particular instrument approach procedure is RVR 40. What minimum ground visibility may be substituted for the RVR value?

- A) 3/4 SM.
- B) 5/8 SM.
- C) 7/8 SM.

275.

PLT420

ATP

Under which condition, if any, may a pilot descend below DH or MDA when using the ALSF-1 approach light system as the primary visual reference for the intended runway?

- A) Descent to the intended runway is authorized as long as any portion of the approach light system can be seen.
- B) The approach light system can be used as a visual reference, except that descent below 100 feet above TDZE requires that the red light bars be visible and identifiable.
- C) Under no condition can the approach light system serve as a necessary visual reference for descent below DH or MDA.

276.

PLT391

ATP

While in IFR conditions, a pilot experiences two-way radio communications failure. Which route should be flown in the absence of an ATC assigned route or a route ATC has advised to expect in a further clearance?

- A) The most direct route to the filed alternate airport.
- B) The route filed in the flight plan.
- C) An off-airway route to the point of departure.

277.

PLT463

ATP

A person may not act as a crewmember of a civil aircraft if alcoholic beverages have been consumed by that person within the preceding

- A) 12 hours.
- B) 24 hours.

C) 8 hours.

278. PLT388 ATP

For what purpose may cockpit voice recorders and flight data recorders NOT be used?

- A) Identifying procedures that may have been conducive to any accident, or occurrence resulting in investigation under NTSB Part 830.
- B) Determining causes of accidents and occurrences under investigation by the NTSB.
- C) Determining any certificate action, or civil penalty, arising out of an accident or occurrence.

279. PLT367 ATP

Which operational requirement must be observed by a commercial operator when ferrying a large, three-engine, turbojet-powered airplane from one facility to another to repair an inoperative engine?

- A) The existing and forecast weather for departure, en route, and approach must be VFR.
- B) No passengers may be carried.
- C) The computed takeoff distance to reach V1 must not exceed 70 percent of the effective runway length.

280. PLT462 ATP

A crewmember interphone system is required on which airplane?

- A) A large airplane.
- B) An airplane with more than 19 passenger seats.
- C) A turbojet airplane.

281. PLT425 ATP

Before an ETOPS flight may commence, an ETOPS

- A) preflight check must be conducted by a certified A&P and signed off in the logbook.
- B) pre-departure service check must be certified by a PDSC Signatory Person.
- C) pre-departure check must be signed off by an A&P or the PIC for the flight.

282. PLT385 ATP

Which is a requirement governing the carriage of carry-on baggage?

- A) All carry-on baggage must be restrained so that its movement is prevented during air turbulence.
- B) Pieces of carry-on baggage weighing more than 10 pounds must be carried in an approved rack or bin.
- C) Carry-on baggage must be stowed under the seat in front of the owner.

283. PLT407 ATP

The air carrier must give instruction on such subjects as respiration, hypoxia, and decompression to crewmembers serving on pressurized airplanes operated above

- A) FL 250.
- B) FL 180.
- C) FL 200.

284. PLT366 ATP

What period of time must a person be hospitalized before an injury may be defined by the NTSB as a

'serious injury'?

- A) 48 hours; commencing within 7 days after date of the injury.
- B) 72 hours; commencing within 10 days after date of injury.
- C) 10 days, with no other extenuating circumstances.

285. PLT076 ATP

(Refer to appendix 2, figure 149.) What will be the wind and temperature trend for an SAT ELP TUS flight at 16,000 feet?

- A) Temperature decrease slightly.
- B) Wind direction shift from southwest to east.
- C) Windspeed decrease.

286. PLT061 ATP

KFTW UA/OV DFW/TM 1645/FL100/TP PA30/SK SCT031-TOP043/BKN060-TOP085/OVC097-TOPUNKN/WX FV00SM RA/TA 07.

This pilot report to Fort Worth (KFTW) indicates

- A) the aircraft is in light rain.
- B) the ceiling at KDFW is 6,000 feet.
- C) that the top of the ceiling is 4,300 feet.

287. PLT042 ATP

(Refer to appendix 2, figures 153, 154, and 155.) Interpret the path of the jetstream.

- A) Southern California, Nevada, Utah, Nebraska/Kansas, and then southeastward.
- B) The Alaska area, across Canada to Montana, South Dakota, then across the Great Lakes area.
- C) Oregon, Idaho, Wyoming, Nebraska, Iowa, and across the Great Lakes.

288. PLT063 ATP

(Refer to appendix 2, figure 152.) What weather conditions are depicted in the area indicated by arrow B on the Radar Summary Chart?

- A) Weak echoes; heavy rain showers; area movement toward the southeast.
- B) Strong echoes; moderate rain showers; no cell movement.
- C) Weak to moderate echoes; rain showers increasing in intensity.

289. PLT121 ATP

What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 96.1 X 133.3 inches?

Floor load limit	249 lb/sq ft
Pallet weight	347 lb
Tiedown devices	134 lb

- A) 21,669.8 pounds.
- B) 22,120.8 pounds.
- C) 21,803.8 pounds.

290. PLT021 ATP

(Refer to appendix 2, figures 77, 79, and 80.) What is the gross weight index for Loading Conditions WT-6?

- A) 181,340.5 index.
- B) 165,991.5 index.
- C) 156,545.0 index.

291. PLT021 ATP

(Refer to appendix 2, figure 44.) What is the new CG if the weight is removed from the forward compartment under Loading Conditions WS 1?

- A) 27.1 percent MAC.
- B) 30.0 percent MAC.
- C) 26.8 percent MAC.

292. PLT240 ATP

What are some characteristics of an airplane loaded with the CG at the aft limit?

- A) Lowest stall speed, lowest cruise speed, and highest stability.
- B) Highest stall speed, highest cruise speed, and least stability.
- C) Lowest stall speed, highest cruise speed, and least stability.

293. PLT240 ATP

An airplane loaded with the CG at the aft limit will

- A) fly more efficiently.
- B) be very unbalanced in lateral control forces.
- C) feel heavy in the longitudinal axis.

294. PLT501 ATP

If severe turbulence is encountered, which procedure is recommended?

- A) Maintain a constant altitude.
- B) Maintain constant airspeed and altitude.
- C) Maintain a constant attitude.

295. PLT501 ATP

What action is recommended when encountering turbulence due to a wind shift associated with a sharp pressure trough?

- A) Establish a straight course across the storm area.
- B) Increase speed to get out of the trough as soon as possible.
- C) Climb or descend to a smoother level.

296. PLT317 ATP

(Refer to appendix 2, figure 144.) How will the aircraft in position 4 be affected by a microburst encounter?

- A) Performance increasing with a tailwind and updraft.
- B) Performance decreasing with a headwind and downdraft.
- C) Performance decreasing with a tailwind and downdraft.

297. PLT509 ATP
Wingtip vortices created by large aircraft tend to
A) sink below the aircraft generating the turbulence.
B) accumulate and remain for a period of time at the point where the takeoff roll began.
C) rise from the surface to traffic pattern altitude.
298. PLT094 ATP
What is the reason for variations in geometric pitch along a propeller or rotor blade?
A) It permits a relatively constant angle of incidence along its length when in cruising flight.
B) It permits a relatively constant angle of attack along its length when in cruising flight.
C) It prevents the portion of the blade near the hub or root from stalling during cruising flight.
299. PLT224 ATP
Under what condition may a pilot file an IFR flight plan containing a special or privately owned IAP?
A) Upon signing a waiver of responsibility.
B) Upon approval of the owner.
C) Upon approval of ATC.
300. PLT225 ATP
To assure expeditious handling of a civilian air ambulance flight, the word 'LIFEGUARD' should be entered in which section of the flight plan?
A) Aircraft type/special equipment block.
B) Remarks block.
C) Pilot's name and address block.
301. PLT004 ATP
(Refer to appendix 2, figures 15 and 18.) What are the time, fuel, and distance from the start of climb to cruise altitude for Operating Conditions BE-24?
A) 12.0 minutes; 220 pounds; 45 NM.
B) 10.0 minutes; 170 pounds; 30 NM.
C) 9.0 minutes; 185 pounds; 38 NM.
302. PLT065 ATP
(Refer to appendix 2, figures 19 and 20.) Which statement is true regarding performance with one engine inoperative for Operating Conditions BE-27?
A) Service ceiling is below the MEA.
B) Bleed air OFF improves service ceiling by 3,000 feet.
C) Climb rate at the MEA is more than 50 ft/min.
303. PLT012 ATP
(Refer to appendix 2, figures 21, 22, 23, 24, and 25.) What is the en route time of the cruise leg for Operating Conditions BE-34?
A) 1 hour 7 minutes.
B) 1 hour 12 minutes.
C) 1 hour 2 minutes.

304. PLT004 ATP
 (Refer to appendix 2, figure 26.) What are the time and distance to descend from 18,000 feet to 2,500 feet?
 A) 10.0 minutes, 36 NM.
 B) 9.8 minutes, 33 NM.
 C) 10.3 minutes, 39 NM.

305. PLT008 ATP
 (Refer to appendix 2, figures 27 and 28.) What is the landing distance over a 50-foot obstacle for Operating Conditions B-36?
 A) 1,625 feet.
 B) 1,900 feet.
 C) 950 feet.

306. PLT011 ATP
 (Refer to appendix 2, figure 12.) Given the following conditions, what is the minimum torque for takeoff?
 Pressure altitude 3,500 ft
 Temperature (OAT) +43 °C
 Ice vanes Retracted
 A) 3,000 foot-pound.
 B) 3,110 foot-pound.
 C) 3,050 foot-pound.

307. PLT011 ATP
 (Refer to appendix 2, figure 14.) Given the following conditions, what is the accelerate-stop field length?
 Pressure altitude 6,000 ft
 Temperature (OAT) +10 °C
 Weight 16,600 lb
 Wind component 15 kts HW
 Ice vanes Retracted
 A) 4,950 feet.
 B) 5,300 feet.
 C) 4,800 feet.

308. PLT009 ATP
 (Refer to appendix 2, figure 36.) Given the following conditions, what is the maximum allowable measured gas temperature (MGT) during the power assurance check?
 Engine torque 57 percent
 Pressure altitude 2,500 ft
 Temperature (OAT) +5 °C
 A) 815 °C.
 B) 810 °C.
 C) 828 °C.

309. PLT015 ATP
Maximum range performance of a turbojet aircraft is obtained by which procedure as aircraft weight reduces?
A) Increasing speed or decreasing altitude.
B) Increasing altitude or decreasing speed.
C) Increasing speed or altitude.
310. PLT223 ATP
What effect, if any, does altitude have on VMC for an airplane with unsupercharged engines?
A) None.
B) Decreases with altitude.
C) Increases with altitude.
311. PLT049 ATP
(Refer to appendix 2, figure 301.) During the approach (ILS RWY 10 at SYR) while maintaining an on glide slope indication with a groundspeed of 110 knots, what was the approximate rate of descent for PTZ 70?
A) 475 feet per minute.
B) 690 feet per minute.
C) 585 feet per minute.
312. PLT108 ATP
A pretakeoff contamination check for snow, ice or frost is required by 14 CFR Part 135. This check is required to
A) be completed within 5 minutes prior to beginning the taxi to the runway.
B) be made within 2 minutes of starting the takeoff roll.
C) see that the aircraft is clean; therefore, a safe takeoff can be made during the next 5 minutes.
313. PLT404 ATP
An airplane, operated by a commuter air carrier, flying in extended overwater operations must carry enough approved liferafts of a rated capacity and buoyancy to accommodate the occupants of the aircraft. Each liferaft must be equipped with
A) one approved pyrotechnic signaling device.
B) one fishing kit for each person, the raft is rated to carry.
C) colored smoke flares and a signal mirror.
314. PLT405 ATP
No person may operate an aircraft under 14 CFR part 135, carrying passengers under VFR at night, unless
A) it is equipped with a flashlight having at least two size 'D' cell or the equivalent.
B) each flight crewmember has a flashlight having at least two size 'D' batteries or the equivalent.
C) each crewmember has a flashlight having at least two size 'D' cells and a spare bulb.
315. PLT438 ATP
Above which altitude/flight level must at least one of the two pilots, at the controls of a pressurized

aircraft (with quick-donning masks) wear a secured and sealed oxygen mask?

- A) FL 300.
- B) FL 250.
- C) FL 350.

316. PLT282 ATP

If previous arrangements have not been made by the operator, where can the procedures for servicing the aircraft be found?

- A) Certificate holder's manual.
- B) Certificate holder's maintenance manual.
- C) Pilot's Handbook.

317. PLT139 ATP

In which airplanes is a Class A TAWS warning system required?

- A) Turbine-powered aircraft having a passenger seating configuration, including any pilot seat, of 10 seats or more.
- B) Turbine-powered airplanes having a passenger seating configuration, excluding any pilot seat, of 10 seats or more.
- C) All airplanes having a passenger seating configuration, excluding any pilot seat, of 10 seats or more.

318. PLT464 ATP

Which airplanes must have a shoulder harness installed at each flight crewmember station?

- A) All airplanes operating under FAR Part 135, having a seating configuration for 10 persons.
- B) All turbojet-powered airplanes.
- C) All airplanes used in commuter air service, having a passenger seating configuration of 9, excluding any pilot seat.

319. PLT437 ATP

Which is a requirement for life preservers during extended overwater operations? Each life preserver must be equipped with

- A) one flashlight having at least two size 'D' cells or equivalent.
- B) a dye marker.
- C) an approved survivor locator light.

320. PLT438 ATP

A pressurized airplane being operated at FL 330 can descend safely to 15,000 feet MSL in 3.5 minutes. What oxygen supply must be carried for all occupants other than the pilots?

- A) 60 minutes.
- B) 30 minutes.
- C) 45 minutes.

321. PLT405 ATP

During which time period must a required voice recorder of a passenger-carrying airplane be continuously operated?

- A) From engine start at departure airport to engine shutdown at landing airport.

- B) From the use of the checklist before the flight to completion of the final check at the end of the flight.
- C) From the beginning of taxi to the end of the landing roll.

322. PLT405 ATP

An approved cockpit voice recorder is required equipment in

- A) multiengine, turbine-powered airplanes having a passenger seating configuration of 20 or more seats.
- B) all aircraft operated in commuter air carrier service having a passenger seating configuration of 20 seats or more.
- C) large turbine-powered airplanes having a maximum passenger capacity of 20 or more seats.

323. PLT462 ATP

Which aircraft must be equipped with an approved public address and crewmember interphone system?

- A) Multiengine aircraft having a passenger seating configuration of 10 seats or more.
- B) All turbine-engine-powered aircraft having a seating configuration of more than 19 seats.
- C) Aircraft having a passenger seating configuration, excluding any pilot seat, of more than 19 seats.

324. PLT454 ATP

The weight and CG of an aircraft used in 135 operations must have been calculated from those values established by actual weighing of the aircraft within what period of time?

- A) Multiengine aircraft, last 36 calendar months; single-engine, last 24 calendar months.
- B) Multiengine and single-engine aircraft, preceding 36 calendar months.
- C) Multiengine aircraft, preceding 36 calendar months.

325. PLT404 ATP

When a crash ax is required equipment on an aircraft, where should it be located?

- A) At a location accessible to both the crew and passengers during normal operations.
- B) In the flight crew compartment.
- C) At a location inaccessible to the passengers during normal operations.

326. PLT404 ATP

How many, if any, approved first aid kits are required on an aircraft having a passenger seating configuration of 20 seats and a passenger load of 14?

- A) Two.
- B) One.
- C) None.

327. PLT469 ATP

Airborne weather radar equipment must be installed in large transport category aircraft, in the conterminous 48 United States,

- A) that are engaged in passenger-carrying operations.
- B) and be fully operational, although weather forecasts indicate no hazardous conditions.
- C) that are engaged in either cargo or passenger-carrying operations.

328. PLT385 ATP
Which restriction must be observed regarding the carrying of cargo in the passenger compartment?
A) It is packaged or covered to avoid possible injury to occupants.
B) Cargo carried in passenger seats must be forward of all passengers.
C) All cargo must be carried in a suitable bin and secured to a passenger seat or the floor structure of the aircraft.

329. PLT385 ATP
In a cargo-only operation, cargo must be loaded
A) in such a manner that at least one emergency or regular exit is available to all crewmembers, if an emergency occurs.
B) in such a manner that at least one emergency or regular exit is available to all occupants.
C) so that it does not obstruct the aisle between the crew and cargo compartments.

330. PLT443 ATP
What is the minimum passenger seating configuration that requires a second in command?
A) 12 seats.
B) 15 seats.
C) 10 seats.

331. PLT442 ATP
A pilot, acting as second in command under 14 CFR 135, successfully completes the instrument competency check specified in FAR Part 61. How long does this pilot remain current if no further IFR flights are made?
A) 6 months.
B) 90 days.
C) 12 months.

332. PLT444 ATP
The pilot in command may deviate from 14 CFR Part 135 during an emergency involving the safety of persons or property only
A) if required to, by the emergency cockpit checklist.
B) after ATC is notified of the emergency and the extent of deviation required.
C) to the extent required to meet that emergency.

333. PLT409 ATP
What is the maximum number of hours that a pilot may fly in 7 consecutive days as a pilot in commercial flying and as a pilot for a commuter air carrier?
A) 34 hours.
B) 35 hours.
C) 32 hours.

334. PLT392 ATP
An aircraft being operated outside of the United States, over a foreign country, by a 14 CFR part 135 operator must comply with

- A) rules of the U.S. State Department and the foreign country.
- B) regulations of the foreign country.
- C) the International Civil Aviation Organization (ICAO), Annex 3, Rules of the Air.

335. PLT282 ATP

Which condition must be met to conduct IFR operations from an airport that is not at the location where weather observations are made?

- A) The Administrator must issue Operations Specifications that permit the procedure.
- B) An 'Authorization Letter' permitting the procedure must be issued by the FAA district office charged with the overall inspection of the certificate holder..
- C) A 'Letter of Waiver' authorizing the procedure must be issued by the Administrator, after an investigation by the U.S. National Weather Service and the FSDO which find the standard of safety to be satisfactory.

336. PLT223 ATP

What performance is required of a multiengine airplane with the critical engine inoperative, while carrying passengers for hire in IFR weather conditions?

- A) Climb at least 100 ft/min at the highest MEA of the route to be flown or 5,000 feet MSL, whichever is higher.
- B) Climb at least 50 ft/min at the MEA's of the route to be flown or 5,000 feet MSL, whichever is higher.
- C) Climb at least 50 ft/min at the MEA's of the route to be flown or 5,000 feet AGL, whichever is higher.

337. PLT437 ATP

Which performance requirement applies to passenger-carrying land airplanes being operated over water?

- A) Multiengine airplanes must be able to climb, with the critical engine inoperative, at least 100 ft/min at 1,000 feet above the surface.
- B) Single-engine airplanes must be operated at an altitude that will allow them to reach land in case of engine failure.
- C) Multiengine airplanes must be able to climb, with the critical engine inoperative, at least 50 ft/min at 1,500 feet above the surface.

338. PLT442 ATP

To serve as pilot in command in an IFR operation, a person must have passed a line check

- A) within the past 12 months, which include a portion of a civil airway and one instrument approach at one representative airport, in one of the types of aircraft which that pilot is to fly.
- B) since the beginning of the 12th month before that service, which included at least one flight over a civil airway, or approved off-airway route, or any portion of either, in one type of aircraft which that pilot is to fly.
- C) consisting of a flight over the route to be flown, with at least three instrument approaches at representative airports, within the past 12 calendar months, in one type of aircraft which that pilot is to fly.

339. PLT449 ATP

A pilot in command who is authorized to use an autopilot system, in place of a second in command, may take the autopilot check

- A) concurrently with the instrument proficiency check, but at 12 month intervals.

- B) concurrently with the competency check, providing the check is taken at 12 month intervals.
- C) in any aircraft appropriately equipped, providing the check is taken at 6 month intervals.

340. PLT029 ATP

With regard to flight crewmember duties, which operations are considered to be in the 'critical phase of flight'?

- A) Descent, approach, landing, and taxi operations, irrespective of altitudes MSL.
- B) All ground operations involving taxi, takeoff, landing, and all other operations conducted below 10,000 feet, excluding cruise flight.
- C) All ground operations involving taxi, takeoff, landing, and all other operations conducted below 10,000 feet MSL, including cruise flight.

341. PLT443 ATP

A flight attendant crewmember is required on aircraft having a passenger seating configuration, excluding any pilot seat, of

- A) 19 or more.
- B) 20 or more.
- C) 15 or more.

342. PLT384 ATP

Before each takeoff, the pilot in command of an aircraft carrying passengers shall ensure that all passengers have been orally briefed on the

- A) use of seatbelts, smoking, and location and use of survival equipment.
- B) location of normal and emergency exits, oxygen masks, and life preservers.
- C) use of safety belts, location and operation of fire extinguishers, and smoking.

343. PLT444 ATP

Which person, other than the second in command, may the pilot in command permit to manipulate the flight controls?

- A) A pilot employed by an engineering firm who is authorized by the certificate holder to conduct flight tests.
- B) A member of the National Transportation Safety Board who holds a pilot certificate appropriate for the aircraft.
- C) An authorized FAA safety representative who is qualified in the aircraft, and is checking flight operations.

344. PLT436 ATP

Who may be allowed to carry a deadly weapon on board an aircraft operated under FAR Part 135?

- A) Crewmembers and/or others authorized by the certificate holder.
- B) Official bodyguards attached to foreign legations.
- C) Employees of a municipality or a state, or of the United States.

345. PLT407 ATP

A commuter air carrier certificate holder plans to assign a pilot as pilot in command of an aircraft having eight passenger seats to be used in passenger-carrying operations. Which experience requirement must that pilot meet if the aircraft is to be flown with an operative approved autopilot and no second in

command?

- A) 50 hours and 10 landings as pilot in command in the make and model.
- B) 100 hours as pilot in command in the category, class, and type.
- C) 100 hours as pilot in command in the make and model.

346. PLT464 ATP

When is a pilot not required to keep the shoulder harness fastened during takeoff and landing while at a pilot station?

- A) When the pilot cannot perform the required duties with the shoulder harness fastened.
- B) When serving as pilot in command or second in command of an aircraft having a total seating capacity of eight seats or less.
- C) When operating an aircraft having a passenger seating configuration, excluding any pilot seat, of 10 seats or less.

347. PLT375 ATP

What document contains procedures that explain how the required return-to-service conditions have been met?

- A) Maintenance manual.
- B) Certificate holder's manual.
- C) Pilot's Handbook.

348. PLT400 ATP

Where must a certificate holder keep copies of completed load manifests and for what period of time?

- A) 30 days, at the flight's destination.
- B) 1 month at its principal operations base, or at a location approved by the Administrator.
- C) 30 days at its principal operations base, or another location used by it and approved by the Administrator.

349. PLT400 ATP

The load manifest must be prepared prior to each takeoff for

- A) any aircraft with more than one engine.
- B) any aircraft with a passenger seating capacity of 10 seats or more.
- C) all helicopters and large aircraft operated by a commuter air carrier.

350. PLT493 ATP

Which is an operational requirement concerning ice, snow, or frost on structural surfaces?

- A) If snow, ice, or frost is adhering to the airplane's lift or control surfaces, but polished smooth, a takeoff may be made.
- B) A takeoff may be made with ice, snow, or frost adhering to the wings or stabilizing or control surfaces, but polished smooth, if the anti-icing and deicing equipment is operating.
- C) A takeoff may not be made if ice or snow is adhering to the wings or stabilizing or control surfaces.

351. PLT413 ATP

If the weather forecasts do not require the listing of an alternate airport on an IFR flight, the airplane must carry sufficient fuel to fly to the destination airport and

- A) fly for 45 minutes thereafter at normal cruise climb speed.

- B) make one missed approach and thereafter have a 45-minute reserve at normal cruising speed.
- C) fly thereafter for 45 minutes at normal cruising speed.

352. PLT459 ATP

No person may takeoff an aircraft under IFR from an airport that has takeoff weather minimums but that is below landing minimums unless there is an alternate airport within

- A) 1 hour at normal cruise speed in still air of the departure airport.
- B) 1 hour at normal indicated airspeed of the departure airport.
- C) 1 hour at normal cruise speed in still air with one engine operating.

353. PLT407 ATP

(Refer to appendix 2, figures 168 and 301.) The PIC (single pilot 135 with A/P) of PTZ 70 has less than 100 hours of PIC time in the BE 1900. Due to BUF weather being 100 feet, 1/4 mile in blowing snow, which is below landing minimums, the PIC requested and received clearance to SYR, the filed alternate.

Under Part 135 what are the PIC's minimums at SYR for the ILS RWY 10?

- A) 800/2.
- B) 719/42.
- C) 619/50.

354. PLT379 ATP

Assuming the required ceiling exists, an alternate for the destination airport is not required under 14 CFR part 135 if, for at least 1 hour before and after the ETA, the forecast visibility is

- A) 3 statute miles, or 2 statute miles more than the lowest applicable visibility minimums for the instrument approach procedure to be used, whichever is greater.
- B) 5 statute miles, or 3 nautical miles more than the lowest applicable visibility minimums for the instrument approach procedure to be used, whichever is greater.
- C) 3 nautical miles, or 2 nautical miles more than the lowest applicable visibility minimums for the approach procedure to be used, which ever is greater.

355. PLT463 ATP

An employee who performs safety-sensitive functions, for a certificate holder, who has actual knowledge of an accident involving an aircraft for which he or she performed a safety-sensitive function at or near the time of the accident shall not use alcohol

- A) within 8 hours of the accident.
- B) until given a release by the NTSB or FAA.
- C) until 4 hours after the accident.

356. PLT442 ATP

No person may serve, as second in command of an aircraft (under part 135), unless they hold a commercial pilot certificate with the appropriate category, class rating and an instrument rating. For flight under IFR, that person must have accomplished within the last 6 months, the recent instrument requirements of

- A) holding procedures, using the navigation systems for intercepting and tracking courses, and 6 instrument approaches.
- B) using the navigation systems for interception and tracking of courses, 6 instrument low approaches and holding.

C) using the navigation systems to intercept and track 3 inbound/3outbound courses, 6 holding patterns and 6 instrument approaches.

357. PLT443 ATP

What are the minimum certificate and rating requirements for the pilot in command of a multiengine airplane being operated by a commuter air carrier?

- A) Airline transport pilot; airplane category; multiengine class.
- B) Airline transport pilot; airplane category; multiengine class; airplane type rating, if required.
- C) Commercial pilot; airplane category; multiengine class; instrument rating; airplane type rating, if required.

358. PLT456 ATP

(Refer to appendix 2, figure 1.) What is the maximum landing distance that may be used by a turbopropeller-powered, small transport category airplane to land on Rwy 24 (dry) at the alternate airport?

- A) 6,150 feet.
- B) 5,490 feet.
- C) 9,150 feet.

359. PLT456 ATP

(Refer to appendix 2, figure 1.) What is the maximum landing distance that may be used by a turbine-engine-powered, small transport category airplane to land on Rwy 6 (wet) at the destination airport?

- A) 9,100 feet.
- B) 6,279 feet.
- C) 5,460 feet.

360. PLT282 ATP

If a certificate holder makes arrangements for another person to perform aircraft maintenance, that maintenance shall be performed in accordance with the

- A) provisions of a contract prepared by a certificate holder and approved by the supervising FAA district office.
- B) certificate holder's manual and FAR Parts 43, 91, and 135.
- C) provisions and standards as outlined in the certificate holder's manual.

361. PLT409 ATP

What instrument flight time may be logged by a second in command of an aircraft requiring two pilots?

- A) One-half the time the flight is on an IFR flight plan.
- B) All of the time the second in command is controlling the airplane solely by reference to flight instruments.
- C) One-half the time the airplane is in actual IFR conditions.

362. PLT373 ATP

No person may operate a U.S. registered civil aircraft

- A) for which an AFM or RFM is required by part 21 section 21.5 unless there is a current, approved operator`s manual available.
- B) for which an AFM or RFM is required by part 21 section 21.5 unless there is a current, approved

AFM or RFM available.

C) for which an AFM or RFM is required by part 21 section 21.5 unless there is a current, approved AFM or RFM available or the manual specified in part 135 section 135.19(b).

363. PLT391 ATP

(Refer to appendix 2, figures 168, 169, and 169A.) What action should be taken by the pilot if communications are lost after departure from RWY 16 at PWK if VMC?

A) Start right turn within 1 mile of the departure end of RWY, remain east of ORD VOR/DME R-345, and maintain 3,000 feet; 3 minutes after departure, turn direct to PMM, and climb to FL 190.

B) Climb to 3,000 feet; after 3 minutes, turn direct to PMM and climb to FL 190.

C) Continue the flight under VMC and land as soon as practicable.

364. PLT059 ATP

(Refer to appendix 2, figure 145.) What condition is reported at Childress (KCDS)?

A) Light rain showers.

B) The ceiling is solid overcast at an estimated 1,800 feet above sea level.

C) Heavy rain showers began 42 minutes after the hour.

365. PLT021 ATP

(Refer to appendix 2, figures 3, 6, 8, 9, 10, and 11.) What is the CG in inches from datum under Loading Conditions BE-1?

A) Station 290.3.

B) Station 291.8.

C) Station 285.8.

366. PLT021 ATP

(Refer to appendix 2, figures 3, 6, 8, 9, 10, and 11.) What is the CG shift if the passengers in row 1 are moved to seats in row 9 under Loading Conditions BE-1?

A) 6.2 inches aft.

B) 1.5 inches aft.

C) 5.6 inches aft.

367. PLT341 ATP

What corrective action(s) can a pilot take to recover from settling with power?

A) Decrease forward speed and partially raise collective pitch.

B) Increase forward speed and partially lower collective pitch.

C) Increase forward speed and raise collective pitch.

368. PLT472 ATP

What type frequency vibration is associated with a defective transmission?

A) Medium or low frequency.

B) Low frequency only.

C) High or medium frequency.

369. PLT470 ATP

What corrective action can a pilot take to prevent a retreating blade stall at its onset?

- A) Reduce collective pitch and increase rotor RPM.
- B) Reduce collective pitch and decrease rotor RPM.
- C) Increase collective pitch and increase rotor RPM.

370. PLT472 ATP

What type frequency vibration is associated with the main rotor system?

- A) Medium frequency.
- B) High frequency.
- C) Low frequency.

371. PLT470 ATP

Which type rotor system is more susceptible to ground resonance?

- A) Rigid rotor system.
- B) Fully articulated rotor system.
- C) Semi-rigid rotor system.

372. PLT522 ATP

How should the pilot execute a pinnacle-type approach to a rooftop heliport in conditions of high wind and turbulence?

- A) Steeper-than-normal approach, maintaining the desired angle of descent with collective.
- B) Shallow approach, maintaining a constant line of descent with cyclic.
- C) Normal approach, maintaining a slower-than-normal rate of descent with cyclic.

373. PLT237 ATP

Why are the rotor blades more efficient when operating in ground effect?

- A) Induced drag is reduced.
- B) Downwash velocity is accelerated.
- C) Induced angle of attack is increased.

374. PLT310 ATP

What is the ratio between the total load supported by the rotor disc and the gross weight of a helicopter in flight?

- A) Load factor.
- B) Aspect ratio.
- C) Power loading.

375. PLT434 ATP

What is a helicopter pilot's responsibility when cleared to 'air taxi' on the airport?

- A) Taxi direct to destination as quickly as possible.
- B) Taxi below 100 feet AGL avoiding other aircraft and personnel.
- C) Taxi at hover altitude using taxiways.

376. PLT004 ATP

(Refer to appendix 2, figure 41.) Given the following, what is the single-engine climb or descent performance?

Pressure altitude 3,000 ft
Temperature (OAT) +35 °C

- A) 175 ft/min descent.
- B) 100 ft/min descent.
- C) 350 ft/min climb.

377. PLT048 ATP

(Refer to appendix 2, figure 37.) What is the maximum gross weight for hovering in ground effect at 3,000 feet pressure altitude and +25 °C?

- A) 16,600 pounds.
- B) 17,300 pounds.
- C) 14,700 pounds.

378. PLT008 ATP

(Refer to appendix 2, figure 43.) What is the single-engine landing distance over a 50-foot obstacle?

Gross weight 12,000 lb
Pressure altitude 3,500 ft
Temperature (OAT) +30 °C

- A) 1,000 feet.
- B) 850 feet.
- C) 900 feet.

379. PLT011 ATP

(Refer to appendix 2, figure 39.) What is the takeoff distance over a 50-foot obstacle?

Pressure altitude -1,000 ft
Temperature (OAT) +25 °C
Gross weight 14,000 lb

- A) 1,000 feet.
- B) 950 feet.
- C) 900 feet.

380. PLT012 ATP

(Refer to appendix 2, figures 184, 186, 187, 188, and 188A.) What is the minimum fuel required under 14 CFR part 135 for this IMC helicopter flight from LAS to PVU? The visibility is forecast to be 1.5 SM over the entire route.

- A) 1,304 pounds.
- B) 1,224 pounds.
- C) 985 pounds.

381. PLT012 ATP

(Refer to appendix 2, figures 197, 199, and 200.) What is the ETE for the IFR helicopter flight from Eagle County Regional to Salt Lake City Intl? (PUC to FFU should read "14000" for altitude. Use PUC magnetic variation for entire problem.)

- A) 1 hour 28 minutes.
- B) 1 hour 31 minutes.
- C) 1 hour 35 minutes.

382. PLT354 ATP

You are cleared to LXV (Figure 253) in your helicopter and expect to be given the GPS RWY 16 approach. Your helicopter is equipped with an IFR certified WAAS GPS. Your approach minimums will be

- A) 11,360` MDA and 3/4 mi.
- B) 11,360` MDA and 1 1/4 mi.
- C) 11,360` MDA and 6,600 RVR, or 1 1/2 mi.

383. PLT356 ATP

Which of the following are required for a helicopter ILS approach with a decision height lower than 200 feet HAT?

- A) Special aircrew training and aircraft certification.
- B) Both a marker beacon and a radio altimeter.
- C) ATP helicopter certificate and CAT II certification.

384. PLT382 ATP

Obstacles in most areas where `Copter GPS` instrument approaches are needed, require the approach speed must be limited to

- A) 70 knots on final and missed approach segments.
- B) 60 knots on all segments except the missed approach.
- C) 80 knots on initial and final segments.

385. PLT409 ATP

What minimum rest period must be provided for a pilot assigned to Helicopter Hospital Emergency Medical Evacuation Service (HEMES) who has been on duty for a 47-hour period?

- A) 16 consecutive hours.
- B) 12 consecutive hours.
- C) 14 consecutive hours.

386. PLT405 ATP

In addition to a two-way radio capable of communicating with ATC on appropriate frequencies, which equipment is the helicopter required to have to operate within Class B airspace? (Letter of agreement not applicable.)

- A) DME, a VOR or TACAN receiver, and an appropriate transponder beacon.
- B) An appropriate ATC transponder.
- C) A VOR or TACAN receiver.

387. PLT430 ATP

Unless otherwise prescribed, what is the rule regarding altitude and course to be maintained by a helicopter during an off-airways IFR flight over non-mountainous terrain?

- A) 1,500 feet above the highest obstacle within a horizontal distance of 3 statute miles of course.
- B) 1,000 feet above the highest obstacle within 4 nautical miles of course.

C) 2,000 feet above the highest obstacle within 5 statute miles of course.

388. PLT459 ATP

According to FAR Part 91, when takeoff minimums are not prescribed for a civil airport, what are the takeoff minimums under IFR for a multiengine helicopter?

- A) 1 SM visibility.
- B) 1200 RVR.
- C) 1/2 SM visibility.

389. PLT021 ATP

(Refer to appendix 2, figures 29, 31, 32, and 33.) Where is the longitudinal CG located under Operating Conditions BL-5?

- A) Station 232.0.
- B) Station 234.9.
- C) Station 235.4.

390. PLT021 ATP

(Refer to appendix 2, figures 30, 32, 33, and 35.) What limit, if any, is exceeded under Loading Conditions BL-10?

- A) No limit is exceeded.
- B) Forward CG limit is exceeded at landing.
- C) Aft CG limit is exceeded at takeoff.