

06/25/2009

Bank: (Dispatcher)

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/airmen/media/LearningStatementReferenceGuide.pdf

1. PLT266 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.

2. 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.

3. 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.

4. PLT323 ATP

NOTAM (L)'s are used to disseminate what type of information?

- A) Time critical information of a permanent nature that is not yet available in normally published charts.
- B) Taxi closures, personnel and equipment near or crossing runways, airport lighting aids that do not affect instrument approach criteria, and airport rotating beacon outages.
- C) Conditions of facilities en route that may cause delays.

5. 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.

6. 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.

7.

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.

8. PLT012

ATP

(Refer to appendix 2, figures 56, 57, and 58.) How much fuel is burned during en route climb for Operating Conditions V-2?

- A) 2,600 pounds.
- B) 2,250 pounds.
- C) 2,400 pounds.

9. 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.

10. PLT011

ATP

(Refer to appendix 2, figures 56, 57, and 58.) What is the aircraft weight at the top of climb for Operating Conditions V-3?

- A) 82,500 pounds.

- B) 82,200 pounds.
- C) 82,100 pounds.

11. PLT012 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.

12. 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.

13. 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.

14. 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.

15. 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-35?

- A) 1 hour 8 minutes.
- B) 1 hour 6 minutes.
- C) 1 hour 10 minutes.

16. 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.

17. PLT012 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.

18. PLT007 ATP

(Refer to appendix 2, figures 68 and 69.) What are the recommended IAS and EPR settings for holding under Operating Conditions O-5?

- A) 219 knots and 1.28 EPR.
- B) 218 knots and 1.27 EPR.
- C) 214 knots and 1.26 EPR.

19. 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.

20. 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.

21. 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.

22. 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) 218 knots and 1.87 EPR.
- B) 221 knots and 1.83 EPR.
- C) 223 knots and 2.01 EPR.

23. 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.

24. 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.

25. PLT008 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.

26. PLT011 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.

27. 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.

28. 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.
29. 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.
30. 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.
31. 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.
32. 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.
33. PLT011 ATP
(Refer to appendix 2, figures 53, 54, and 55.) What are V1, VR, and V2 speeds for Operating Conditions R-3?
A) 136, 138, and 143 knots.
B) 138, 138, and 142 knots.
C) 143, 143, and 147 knots.

34. 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.

35. 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.

36. PLT052 ATP
(Refer to appendix 2, figure 104.) 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 0.6 percent upslope of the runway.
C) Takeoff run shortened by 0.6 percent runway slope to the SE.

37. 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.

38. 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.

39. 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.

40. 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.

41. 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.

42. 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.

43. PLT012 ATP

(Refer to appendix 2, figures 119, 120, 121, and 122.) What is the total fuel required for the flight from BUF to ORD using .80 Mach?

- A) 19,388 pounds.
- B) 21,644 pounds.
- C) 22,494 pounds.

44. 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.

45. 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.

46. PLT346 ATP

Which of the following is considered a primary flight control?

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

47. 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.

48. 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.

49. 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.

50. 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.

51. 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.

52. PLT147 ATP

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

- A) Green.
- B) Amber.
- C) Red.

53. 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.

54. 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.

55. PLT161 ATP

What is the maximum acceptable 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.

56. 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).

57. 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.

58. 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.

59. PLT108 ATP

A pretakeoff contamination check for snow, ice or frost is required by FAR Part 135. This check is required to

- A) be completed within 5 minutes prior to beginning the takeoff.
- 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.

60. 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.

61. 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.

62. PLT420 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.

63. PLT323 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.

64. PLT420 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.

65. PLT323 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.

66. PLT276 ATP

(Refer to appendix 2, figures 136 and 138.) Which displacement from the localizer centerline and glide slope at the 1,300-foot point from the runway is indicated?

- A) 28 feet above the glide slope and approximately 250 feet to the left of the runway centerline.
B) 21 feet below the glide slope and approximately 320 feet to the right of the runway centerline.
C) 21 feet above the glide slope and approximately 320 feet to the left of the runway centerline.

67. PLT083 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.

68. 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.

69. PLT116 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.

70. 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.

71. PLT354 ATP

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

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

72. 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.

73. 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.

74. PLT083 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.

75. PLT083 ATP

(Refer to appendix 2, figure 118A.) The touchdown zone elevation of the LOC BC RWY 26L approach at Phoenix Sky Harbor Intl is

- A) 1,123 feet.
- B) 1,130 feet.
- C) 1,640 feet.

76. PLT083 ATP

(Refer to appendix 2, figure 161A.) 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.

77. 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.

78. 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.

79. 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.

80. 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.

81. PLT132 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.

82. PLT395 ATP

- 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.

88. 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.

89. 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.

90. PLT409 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.

91. PLT441 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.

92. PLT394 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.

93. 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.

94. 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.

95. 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.

96. PLT426 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.

97. PLT430 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.

98. PLT409 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.

99. PLT444 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.

100. 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.

101. 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.

102. 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.

103. 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.

104. 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.

105. PLT083 ATP

(Refer to appendix 2, figures 115, 116, 117, 118, 118A, 118B, and 118C.)

At ARLIN Intersection, PTL 130 is notified that the Phoenix Sky Harbor Airport is closed. PTL 130 is told to proceed to Tucson. PTL 130 is operating under FAR Part 121. The PIC on PTL 130 has less than 100 hours as PIC in the B-727 (approach category C).

What are the PIC's minimums for the VOR RWY 11L approach at Tucson Intl Airport?

- A) 2,960-1.
- B) 2,860-1/2.
- C) 2,900-1.

106. PLT444 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.

107. 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.

108. 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.

109. 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.

110. 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.

111. 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.

112. PLT449 ATP

If a flight crewmember completes a required annual flight check in December 1987 and the required annual recurrent flight check in January 1989, the latter check is considered to have been taken in

- A) January 1989.
- B) November 1988.
- C) December 1988.

113. 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.

114. 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.

115. PLT405 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.

116. 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.

117. 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.

118. 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.

119. PLT405 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.

120. 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.

121. PLT405 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.

122. PLT440 ATP

What document(s) must be in a person's possession for that person to act as a flight navigator?

- A) Third-Class Medical Certificate and current Flight Navigator Certificate.
- B) Current Flight Navigator Certificate and a current Second-Class (or higher) Medical Certificate.
- C) Current Flight Navigator Certificate and a valid passport.

123. PLT450 ATP

Normally, a dispatcher for domestic or flag operations should be scheduled for no more than

- A) 10 hours of duty in any 24 consecutive hours.
- B) 8 hours of service in any 24 consecutive hours.
- C) 10 consecutive hours of duty.

124. 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.

125. 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.

126. PLT442 ATP

A pilot, acting as second in command, 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.

127. PLT420 ATP

133. 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.

134. PLT459 ATP

A pilot of a turbine-powered airplane should climb as rapidly as practicable after taking off to what altitude?

- A) 1,000 feet AGL.
- B) 5,000 feet AGL.
- C) 1,500 feet AGL.

135. 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.

136. PLT162 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.

137. 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.

138. PLT421 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.

139. PLT421 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.

140. PLT444 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.

141. 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.

142. PLT409 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.

143. 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.

144. 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.

145. 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.

146. 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.

147. PLT072 ATP

(Refer to appendix 2, figure 147.) At which time is IFR weather first predicted at Lubbock (KLBB)?

- A) 2100Z.
- B) 0400Z.
- C) 0100Z.

148. 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.

149. 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.

150. 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.

151. PLT042 ATP

(Refer to appendix 2, figures 153, 154, and 155.) What type weather is inferred by the almost vertical extent of the LOW in Canada?

- A) A slow-moving storm which may cause extensive and persistent cloudiness, precipitation, and generally adverse flying weather.
- B) A rapid-moving system with little chance of developing cloudiness, precipitation, and adverse flying conditions.
- C) A rapid-moving storm, leaning to west with altitude, which encourages line squalls ahead of the system with a potential of severe weather.

152. 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.

153. PLT075 ATP

What is indicated on the Weather Depiction Chart by a continuous smooth line enclosing a hatched geographic area?

- A) The entire area has ceilings less than 1,000 feet and/or visibility less than 3 miles.
- B) Reporting stations within the enclosed area are all showing IFR conditions at the time of the report.
- C) More than 50 percent of the area enclosed by the smooth line is predicted to have IFR conditions.

154. 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.

155. 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.

156. PLT511 ATP

Which weather condition is present when the tropical storm is upgraded to a hurricane?

- A) Highest windspeed, 100 knots or more.
- B) Sustained winds of 65 knots or more.
- C) A clear area or hurricane eye has formed.

157. PLT192 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.

158. 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.

159. 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.

160. PLT121 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.

161. 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.

162. 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.

163. PLT021 ATP

(Refer to appendix 2, figure 44.) Where is the new CG if the listed weight is shifted from the forward to the aft compartment under Loading Conditions WS 5?

- A) +19.15 index arm.
- B) -97.92 index arm.
- C) +13.93 index arm.

164. 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.