

07/07/2008

Bank: (Dispatcher)

Airman Knowledge Test Question Bank

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1. PLT107 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. 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.

3. 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.

4. 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.

5. 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.

6. PLT012 ATP

(Refer to appendix 2, figures 48, 49, and 50.) What is the aircraft weight at the top of climb for Operating Conditions W-1?

- A) 81,550 pounds.
- B) 81,600 pounds.
- C) 81,400 pounds.

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) 81,500 pounds.
- B) 79,000 pounds.
- C) 80,600 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. PLT007 ATP

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

- A) Engines 1 and 3, 2.15; engine 2, 2.09.
- B) Engines 1 and 3, 2.22; engine 2, 2.16.
- C) Engines 1 and 3, 2.22; engine 2, 2.21.

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. 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.

37. 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.

38. 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.

39. 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.

40. 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.

41. 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.

42. 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) 22,094 pounds.

43. 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) 48.8 NAM/1,000 pounds.
- B) 48.1 NAM/1,000 pounds.
- C) 48.0 NAM/1,000 pounds.

44. 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.

45. PLT346 ATP

Which of the following is considered a primary flight control?

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

46. 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.

47. 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.

48. 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.

49. 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.

50. PLT147 ATP

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

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

51. 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.

52. 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).

53. 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.

54. PLT323 ATP

Which class of NOTAM gives the latest information on LORAN-C chain or station outages?

- A) NOTAM (L)'s under the identifier 'LORAN-C.'
- B) Class II NOTAM's published every 14 days.
- C) NOTAM (D)'s under the identifier 'LRN.'

55. 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.

56. 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.

57. PLT420 ATP

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

- A) a WAAS receiver (TSO-145A/146A) approved for an LPV approach.
- B) a GPS receiver certified for IFR operations.
- C) an approach-certified system with required navigation performance (RNP) of 0.3.

58. 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(s) 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 LNAV/VNAV and MLS approaches.

59. 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.

60. 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.

61. 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.

62. PLT354 ATP

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

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

63. 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.

64. 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.

65. 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.

66. 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) 1,131 feet.
- B) 1,130 feet.
- C) 1,132 feet.

67. 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.

68. PLT055 ATP

(Refer to appendix 2, figure 121.) 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?

- A) 60,000 feet.

B) 45,000 feet.

C) 43,000 feet.

69. PLT058 ATP

(Refer to appendix 2, figure 114.) What is the minimum enroute 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.

70. 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.

71. 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.

72. 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.

73. 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.

74. 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.

75. 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.

76. PLT413 ATP

The reserve fuel supply for a domestic air carrier flight is

- A) 30 minutes plus 15 percent at normal fuel consumption in addition to the fuel required to the alternate airport.
- B) 45 minutes at normal fuel consumption in addition to the fuel required to the alternate airport.
- C) 45 minutes at normal fuel consumption in addition to the fuel required to fly to and land at the most distant alternate airport.

77. PLT377 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.

78. 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.

79. 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.

80. 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.

81. 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.

82. 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.

83. 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.

84. 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.

85. 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.

86. 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.

87. 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.

88. 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.

89. 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.

90. 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.

91. 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.

92. 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.

93. 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.

94. 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.

95. 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.

96. 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.

97. 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.

98. 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.

99. 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.

100. 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.

101. 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.

102. 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.

103. 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.

104. PLT405 ATP

When must an air carrier airplane be DME equipped?

- A) For flights at or above FL 180.
- B) Whenever VOR navigational receivers are required.
- C) In Class E airspace for all IFR or VFR on Top operations.

105. PLT413 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 VOR NAVAIDS, 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.
- C) The airplane must have sufficient fuel to proceed, by means of VOR NAVAIDS, to a suitable airport and land.

106. 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.

107. PLT374 ATP

A flight navigator or a specialized means of navigation is required aboard an air carrier airplane operated outside the 48 contiguous United States and District of Columbia when

- A) operations are conducted IFR or VFR on Top.
- B) the airplane's position cannot be reliably fixed for a period of more than 1 hour.
- C) operations are conducted over water more than 50 miles from shore.

108. 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.

109. 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.

110. PLT447 ATP

When a temporary 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.

111. 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.

112. PLT460 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.

113. PLT405 ATP

A function of the minimum equipment list is to indicate instruments or equipment which

- A) may be inoperative prior to beginning a flight in an aircraft.
- B) are required to be operative for overwater passenger air carrier flights.
- C) may be inoperative for a one-time ferry flight of a large airplane to a maintenance base.

114. PLT429 ATP

When is DME 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.

115. 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.

116. PLT383 ATP

During an emergency, a pilot in command does not deviate from an FAR 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 to the ATC manager.
- B) To the manager of the facility in control at the time of the deviation.

C) To the manager of the General Aviation District Office.

117. 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.

118. 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.

119. PLT421 ATP

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

- A) Radar and RVR.
- B) HIRL, TDZL, RCLS, and RVR.
- C) RCLS and REIL.

120. 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.

121. 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.

122. PLT498 ATP

When a passenger notifies the certificate holder prior to checking baggage that an unloaded weapon is in the baggage, what action is required by regulation regarding this baggage?

- A) The baggage must remain locked and carried in an area that is inaccessible to the passenger, and only the passenger retains the key.
- B) The baggage must remain locked and stored where it would be inaccessible, and custody of the key shall remain with a designated crewmember.
- C) The baggage may be carried in the flightcrew compartment, provided the baggage remains locked, and the key is given to the pilot in command.

123. PLT262 ATP

(Refer to appendix 1, Excerpt from CFR 49, Part 172.) If not excepted, what label, if any, must be placed on a package containing acetone?

- A) POISON.
- B) FLAMMABLE LIQUID.
- C) No label is required.

124. PLT262 ATP

What is the minimum distance that a package of radioactive materials bearing the label `RADIOACTIVE YELLOW II` and having a transport index of 15, may be placed from a space continuously occupied by people?

- A) 36 feet.
- B) 48 inches.
- C) 85 inches.

125. 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.

126. PLT513 ATP

The TWEB Route Forecasts and Synopses are issued by the Weather Forecast Offices (WFOs) four times per day. The TWEB forecast is valid for an

- A) 8-hour period.
- B) 15-hour period.
- C) 12-hour period.

127. 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.

128. 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.

129. 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.

130. 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.

131. 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.

132. 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.

133. PLT121 ATP

What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 81 X 83 inches?

Floor load limit - 180 lb/sq ft

Pallet weight - 82 lb

Tiedown devices - 31 lb

A) 8,403.7 pounds.

B) 8,290.8 pounds.

C) 8,321.8 pounds.

134. PLT313 ATP

What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 36.5 X 48.5 inches?

Floor load limit 112 lb/sq ft

Pallet weight 45 lb

Tiedown devices 29 lb

A) 1,331.8 pounds.

B) 1,347.8 pounds.

C) 1,302.8 pounds.

135. 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.

136. 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.

137. 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.

138. 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.

139. 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.

140. 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.