

The following sample exam for the Airline Transport Pilot Helicopter (ATH) (135) is suitable study material for the ATH (135) and ATP helicopter added rating (ARH). The full ATH test is 80 questions; the ARH is 50 questions. Please note that the ATH/ARH and Airline Transport Pilot Airplane (135) (ATA, ARA) tests share many questions. Students for the ATH and ARH would do well to study both sets of questions concerning 14 CFR 135 and meteorology. Be aware of aircraft category differences. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at:

http://www.faa.gov/training_testing/testing/airmen/media/testing_matrix.pdf

The FAA testing system is supported by a series of supplement publications. These publications include the graphics, legends, and maps that are needed to successfully respond to certain test questions. FAA-CT-8080-7C, Computer Testing Supplement for Airline Transport Pilot and Aircraft Dispatcher, and its 2 addendums are available at:

http://www.faa.gov/training_testing/testing/airmen/test_questions/media/FAA-CT-8080-7C.pdf

Addendum A, July 2011

http://www.faa.gov/training_testing/testing/airmen/test_questions/media/Addendum_A_ATP_Sup_7C.pdf

Addendum B, May 2012

http://www.faa.gov/training_testing/testing/airmen/test_questions/media/Addendum_B_ATP_Sup_7C.pdf

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. Matching the learning statement codes with the codes listed on your Airman Knowledge Test Report assists in the evaluation of knowledge areas missed on your exam. It is available at:

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

SAMPLE ATH EXAM:

1. PLT341

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.

2. PLT470

Which type rotor system is more susceptible to ground resonance?

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

3. PLT470

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.

4. PLT522

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.

5. PLT094

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.

6. PLT237

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.

7. PLT049

(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.

8. PLT370

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.

9. PLT370

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.

10. PLT434

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.

11. PLT149

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.

12. PLT225

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.

13. PLT104

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.

14. PLT011

(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.

15. PLT048

(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.

16. PLT012

(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.

17. PLT012

(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.

18. PLT104

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.

19. PLT104

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.

20. PLT332

Which is a common symptom of hyperventilation?

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

21. PLT097

What is a symptom of carbon monoxide poisoning?

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

22. PLT205

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.

23. PLT280

Sudden penetration of fog can create the illusion of

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

24. PLT171

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.

25. PLT475

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.

26. PLT475

Where do squall lines most often develop?

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

27. PLT493

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.

28. PLT162

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).

29. PLT147

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

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

30. PLT083

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

- A) MIRL.
- B) TDZ and CL.
- C) MALSR with RAIL.

31. PLT058

(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.

32. PLT389

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.

33. PLT354

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.

34. PLT277

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.

35. PLT087

(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.

36. PLT296

(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.

37. PLT355

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

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

38. PLT083

(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.

39. PLT091

(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°.

40. PLT354

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.

41..PLT083

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.

42. PLT354

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.

43. PLT382

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.

44. PLT354

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

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

45. PLT379

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.

46. PLT356

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.

47. PLT442

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.

48. PLT449

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.

49. PLT405

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.

50. PLT444

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.

51. PLT385

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.

52. PLT409

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.

53. PLT282

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.

54. PLT282

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.

55. PLT443

What is the minimum passenger seating configuration that requires a second in command?

- A) 12 seats.
- B) 15 seats.
- C) 10 seats.

56. PLT405

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.

57. PLT454

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.

58. PLT029

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.

59. PLT459

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.

60. PLT442

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.

61. PLT282

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.

62. PLT463

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.

63. PLT427

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.

64. PLT391

(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.

65. PLT463

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.

66. PLT405

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.

67. PLT373

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).

68. PLT391

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.

69. PLT383

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.

70. PLT459

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.

71. PLT420

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.

72. PLT430

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.

73. PLT042

(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.

74. PLT059

(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.

75. PLT061

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.

76. PLT274

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.

77. PLT063

(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.

78. PLT495

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

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

79. PLT021

(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.

80. PLT509

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.