

The following sample exam for Airline Transport Pilot (121) (ATP) is suitable study material for ATP, ATP airplane added rating (ARA), and ATP Canadian conversion (ACP) tests. The full ATP test is 80 questions; the added rating is 50 questions; the Canadian conversion is 40 questions. Please note that the ATP and Aircraft Dispatcher (ADX) tests share many questions. Students for the ATP and ADX would do well to study both sets of questions. 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](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](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](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](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](http://www.faa.gov/training_testing/testing/airmen/media/LearningStatementReferenceGuide.pdf)

#### **SAMPLE ATP EXAM:**

1. PLT128

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.

2. PLT523

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.

3. PLT346

Which of the following is considered a primary flight control?

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

4. PLT346

When are inboard ailerons normally used?

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

5. PLT519

What is a purpose of flight spoilers?

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

6. PLT473

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.

7. PLT473

Which is a purpose of ground spoilers?

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

8. PLT249

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

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

9. PLT170

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

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

10. PLT134

One typical takeoff error is

- A) delayed rotation which may extend the climb distance.
- B) premature rotation which may increase takeoff distance.
- C) extended rotation which may degrade acceleration.

11. PLT134

Excessive takeoff speeds may result in approximately a

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

12. PLT499

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

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

13. PLT127

As outside air pressure decreases, thrust output will

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

14. PLT499

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

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

15. PLT499

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

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

16. PLT266

Swept wings causes a significant

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

17. PLT237

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

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

18. PLT214

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

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

19. PLT248

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.

20. PLT213

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

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

21. PLT213

What is a characteristic of longitudinal instability?

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

22. 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.

23. PLT170

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

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

24. PLT172

Precision Runway Monitoring (PRM) is

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

25. PLT140

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

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

26. PLT083

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

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

27. 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.

28. PLT078

(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.

29. PLT195

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.

30. 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.

31. 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.

32. 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.

33. PLT149

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

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

34. PLT161

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.

35. PLT141

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

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

36. PLT141

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

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

37. PLT149

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

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

38. PLT141

"REL" is the acronym for

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

39. PLT002

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

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

40. PLT008

(Refer to appendix 2, figures 73, 74, and 75.) What is VREF for Operating Conditions L-1?

- A) 143 knots.
- B) 145 knots.
- C) 144 knots.

41. PLT004

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

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

42. PLT007

(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.

43. PLT008

(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.

44. PLT008

(Refer to appendix 2, figure 92.) What is the change of total drag for a 140,000-pound airplane when configuration is changed from flaps 30°, gear down, to flaps 0°, gear up, at a constant airspeed of 160 knots?

- A) 15,300 pounds.
- B) 13,500 pounds.
- C) 13,300 pounds.

45. PLT011

(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.

46. PLT008

(Refer to appendix 2, figure 89.) How many feet will remain after landing on a 6,000-foot wet runway with reversers inoperative at 122,000 pounds gross weight?

- A) 2,200 feet.
- B) 3,150 feet.
- C) 2,750 feet.

47. PLT010

(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.

48. PLT004

(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.

49. PLT012

(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.

50. PLT020

(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.

51. PLT012

(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.

52. PLT012

(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.

53. PLT147

A pilot of a high-performance airplane should be aware that flying a steeper-than-normal VASI glide slope angle may result in

- A) a hard landing.
- B) landing short of the runway threshold.
- C) increased landing rollout.

54. PLT011

You are rolling out after touchdown and decide you really need to abort your landing, and takeoff. Your airplane is at 116 knots and your engines have spooled down to 71% idle. You need a V<sub>2</sub> of 142 to safely lift off and climb. The airplane will require 6 seconds to accelerate after the engines spool up to takeoff thrust, which requires 4 seconds. How much runway will you require for a safe landing abort from your decision point? (Use an average of 129 knots ground speed.)

- A) 1,738 feet.
- B) 2,178 feet.
- C) 3,601 feet.

55. PLT144

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

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

56. 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.

57. PLT104

CRM training refers to

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

58. 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.

59. 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.

60. PLT280

Sudden penetration of fog can create the illusion of

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

61. PLT280

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

- A) somatogravic illusion.
- B) autokinesis.
- C) inversion illusion.

62. PLT097

What is a symptom of carbon monoxide poisoning?

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

63. PLT203

Which feature is associated with the tropopause?

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

64. PLT302

Which type clouds may be associated with the jetstream?

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

65. 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.

66. PLT108

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.

67. PLT475

Where do squall lines most often develop?

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

68. 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.



69. 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.

70. PLT302

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.

71. 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.

72. PLT143

(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.

73. 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).

74. PLT148

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.

75. PLT141

(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.

76. PLT208

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

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

77. PLT049

(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<sub>so</sub> 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.

78. 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.

79. PLT141

"THL" is the acronym for

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

80. PLT021

(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.