

The following sample questions for ATP tests are suitable study questions for the

The following sample questions for Airline Transport Pilot (121) (ATP) tests are suitable study questions for the 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.

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### **SAMPLE ATP EXAM:**

PLT032

1. Within what Mach range does transonic flight regimes usually occur?

- A. 1.20 to 2.50 Mach.
- B. .50 to .75 Mach.
- C. .75 to 1.20 Mach.

PLT124

2. How does VNE speed vary with altitude?

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

PLT266

3. 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.

PLT303

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

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

PLT214

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

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

PLT248

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

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

PLT004

7. 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.

PLT214

8. 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.'

PLT213

9. 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.

PLT213

10. 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.

PLT170

11. 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.

PLT172

12. 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.

PLT083

13. (Refer to appendix 2, figures 106 and 107.) If the glide slope indication is lost upon passing HUNDA 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 direct to INISH INT.

PLT323

14. 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.

PLT004

15. (Refer to appendix 2, figures 56, 57, and 58.) What is the ground distance covered during en route climb for Operating Conditions V-5?
- A. 70 NM.
  - B. 61 NM.
  - C. 52 NM.

PLT007

16. (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.

PLT011

17. (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.

PLT012

18. (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.

PLT002

19. (Refer to appendix 2, figure 42.) Given the following, what is the airspeed limit (VNE)?
- |                   |           |
|-------------------|-----------|
| Gross weight      | 16,500 lb |
| Pressure altitude | 5,000 ft  |
| Temperature (OAT) | -15 °C    |
- A. 133 KIAS.
  - B. 128 KIAS.
  - C. 126 KIAS.

PLT012

20. (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.

PLT007

21. (Refer to appendix 2, figures 68 and 69.) What are the recommended IAS and EPR settings for holding under Operating Conditions O-1?
- A. 217 knots and 1.81 EPR.
  - B. 219 knots and 1.83 EPR.
  - C. 223 knots and 2.01 EPR.

PLT012

22. (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.

PLT007

23. (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.

PLT008

24. (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.

PLT008

25. (Refer to appendix 2, figure 90.) Which configuration will result in a landing distance of 5,900 feet over a 50 foot obstacle to an icy runway?
- A. Use of brakes and spoilers at 125,000 pounds gross weight.
  - B. Use of three reversers at 131,000 pounds gross weight.
  - C. Use of three reversers at 133,000 pounds gross weight.

PLT008

26. (Refer to appendix 2, figures 51 and 52.) What is the approximate landing weight for Operating Conditions L-1?

The following sample questions for ATP tests are suitable study questions for the

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

PLT012

27. (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.

PLT010

28. (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.

PLT011

29. (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.

PLT011

30. (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.

PLT011

31. (Refer to appendix 2, figures 53, 54, and 55.) What is the takeoff EPR for Operating Conditions R-5?

- A. 1.96.
- B. 1.98.
- C. 1.95.

PLT052

32. (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.

PLT069

33. (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.

PLT085

34. (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.

PLT020

35. (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.

PLT012

36. (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.

PLT012

37. (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.

PLT012

38. (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.

PLT016

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

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

- A. 9 minutes.
- B. 8 minutes.
- C. 10 minutes.

PLT015

40. (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.

PLT015

41. Maximum range performance of a turbojet aircraft is obtained by which procedure as aircraft weight reduces?

- A. Increasing speed or decreasing altitude.
- B. Increasing altitude or decreasing speed.
- C. Increasing speed or altitude.

PLT473

42. What is the purpose of an anti-servo tab?

- A. Prevent a control surface from moving to a full-deflection position due to aerodynamic forces.
- B. Reduce control forces by deflecting in the proper direction to move a primary flight control.
- C. Move the flight controls in the event of manual reversion.

PLT128

43. 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.

PLT108

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

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

PLT108

45. 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.

PLT141

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

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

PLT141

47. (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.

PLT141

48. (Refer to appendix 2, figure 156.) This sign, which faces the runway and is visible to the pilot, 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.

PLT141

49. 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.

PLT144

50. 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.

PLT161

51. 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.

PLT147

52. 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.

PLT170

53. The rate of descent for a 3.5° angle of descent glideslope is
- A. 740 ft/min at 105 knots groundspeed.
  - B. 740 ft/min at 120 knots airspeed.
  - C. 740 ft/min at 120 knots groundspeed.

PLT097

54. What is a symptom of carbon monoxide poisoning?
- A. Rapid, shallow breathing.
  - B. Dizziness.
  - C. Pain and cramping of the hands and feet.

PLT171

55. 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.

PLT323

56. "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.

PLT354

57. A GPS missed approach requires that the pilot take action to sequence the receiver
- A. over the MAWP.
  - B. after the MAWP.
  - C. just prior to the MAWP.

PLT420

58. 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.

PLT354

59. 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.

PLT354

60. 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.

PLT355

61. (Refer to appendix 2, figures 142 and 143.) To which aircraft position does HSI presentation 'D' correspond?
- A. 4.

- B. 17.
- C. 15.

PLT091

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

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

PLT361

63. 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.

PLT012

64. (Refer to appendix 2, figures 107, 115, 116, 117, 118, and 118C.) What is the ETE at .72 Mach?

(Use PHX magnetic variation for all calculations. Flight plan winds are directly from winds aloft forecast. L/O occurs at N33° 27.2', W118° 22.9'. PHX landing runways 26. HYDRR to ARLIN time is 3 minutes as airplane slows to cross ARLIN @ 280 KIAS)

- A. One hour 12 minutes.
- B. One hour 15 minutes.
- C. One hour 18 minutes.

PLT083

65. (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.

PLT055

66. (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.

PLT132

67. 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.

PLT403

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

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

PLT322

69. 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.

PLT463

70. 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.

PLT161

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

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

PLT383

72. 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.

PLT125

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

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

PLT277

74. 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.

PLT425

75. 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.

PLT514

76. Maximum Turbulence Potential forecasts

- A. are only as accurate as the computer model.
- B. exhibit the same accuracy during all 24 hours of the day.
- C. display all turbulence well.

PLT274

77. 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.

PLT317

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

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

PLT475

79. Where do squall lines most often develop?

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

PLT501

80. If severe turbulence is encountered, which procedure is recommended?

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