INTRODUCTION

FAA-G-8082-5, Commercial Pilot Knowledge Test Guide, dated February 2015, provides information for preparing you to take one or all of the following airman knowledge tests. This document supersedes all previously dated FAA-G-8082-5 versions.

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Federal Aviation Administration (FAA) airman knowledge tests are effective instruments for aviation safety and regulation compliance measurement. However, these tests can only sample the vast amount of knowledge every pilot needs to operate safely in the National Airspace System (NAS).

Comments may be e-mailed to AFS630Comments@faa.gov.

KNOWLEDGE TEST ELIGIBILITY REQUIREMENTS

If you are pursuing a Commercial Pilot Certificate, you should review Title 14 of the Code of Federal Regulations (14 CFR) part 61, section 61.23, Medical Certificates: Requirement and Duration; 14 CFR part 61, section 61.35, Knowledge Test: Prerequisites and Passing Grades.

For a summary of knowledge test eligibility requirements for all certification areas listed above, refer to the FAA Airman Knowledge Testing Authorization Matrix located at:

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

KNOWLEDGE AREAS ON THE TESTS

The knowledge tests are designed to test your knowledge in many subject areas.

If you are pursuing a commercial pilot certificate, you should review the appropriate knowledge areas listed below, pertinent to the category sought. Airship applicants should review instrument procedures. Balloon and airship applicants should include a review of the fundamentals of instructing.

DESCRIPTIONS OF THE TESTS

All test questions are the objective, multiple-choice type. Each question can be answered by the selection of a single response. Each test question is independent of other questions; therefore, a correct
response to one does not depend upon, or influence, the correct response to another. The **minimum passing score is 70 percent.**

Each of the following tests contains 100 questions, and you are allowed 3 hours to complete each test:
- Commercial Pilot—Airplane
- Commercial Pilot—Helicopter
- Commercial Pilot—Gyroplane
- Commercial Pilot—Glider
- Commercial Pilot—Balloon—Hot Air
- Commercial Pilot—Lighter-Than-Air—Airship

The following test contains 60 questions, and you are allowed 2 hour and 30 minutes to complete the test:
- Commercial Pilot—Balloon—Gas

The following test contains 40 questions, and you are allowed 2 hours to complete the test:
- Commercial Pilot Canadian Conversion—Airplane

Each of the following tests contains 50 questions, and you are allowed 2 hours to complete each test:
- Military Competency—Airplane
- Military Competency—Helicopter

**TEST REGISTRATION**

The FAA has designated two Airman Knowledge Testing (AKT) Organization Designation Authorization (ODA) Holders, which sponsor hundreds of knowledge testing center locations. These testing centers offer a full range of airman knowledge tests including: Aircraft Dispatcher, Airline Transport Pilot, Aviation Maintenance Technician, Commercial Pilot, Flight Engineer, Flight Instructor, Flight Navigator, Ground Instructor, Inspection Authorization, Instrument Rating, Parachute Rigger, Private Pilot, Recreational Pilot, Sport Pilot and Military Competence. Contact information for the AKT ODA Holders is provided below under Knowledge Test Centers.

The first step in taking a knowledge test is the registration process. You may either call a central registration phone number or appear at a testing center on a walk-in basis. If you choose to use a central registration phone number to schedule your test, you will need to be prepared to select a test date, choose a testing center, and make financial arrangements for test payment. You may register for tests several weeks in advance, and you may cancel your appointment according to the AKT ODA Holder's cancellation policy. If you do not follow the AKT ODA Holder's cancellation policies, you could be subject to a cancellation fee.

**APPLICANT IDENTIFICATION AND TEST AUTHORIZATION**

The next step in taking a knowledge test is providing proper identification. You should determine what knowledge test prerequisites are necessary before going to the computer-testing center. Your instructor or local FAA Flight Standards District Office (FSDO) may advise you regarding the documentation.
required to be presented at the testing facility. Testing center personnel will not begin the test until your identification and eligibility is verified.

Acceptable forms of authorization and retesting procedures are available in the latest version of the Applicant Identification, Information, Verification, & Authorization Requirements Matrix located at: http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf

TEST TAKING TIPS

Prior to launching the actual test, the AKT ODA Holder’s testing software will provide you with an opportunity to practice navigating through the test. This practice (or tutorial) session may include a “sample” question(s). These sample questions have no relation to the content of the test, but are meant to familiarize you with the look and feel of the system screens, including selecting an answer, marking a question for later review, time remaining for the test, and other features of the testing software.

When taking a test, keep the following points in mind:

- Carefully read the instructions given with the test.
- Answer each question in accordance with the latest regulations and guidance publications.
- Read each question carefully before looking at the answer options. You should clearly understand the problem before attempting to solve it.
- After formulating an answer, determine which answer option corresponds with your answer. The answer you choose should completely resolve the problem.
- From the answer options given, it may appear that there is more than one possible answer; however, there is only one answer that is correct and complete. The other answers are either incomplete, erroneous, or derived from popular misconceptions.
- If a certain question is difficult for you, it is best to mark it for review and proceed to the next question. After you answer the less difficult questions, return to those you marked for review and answer them. The review marking procedure will be explained to you prior to starting the test. Although the computer should alert you to unanswered questions, make sure every question has an answer recorded. This procedure will enable you to use the available time to maximum advantage.
- When solving a calculation problem, select the answer that most nearly matches your solution. The problem has been checked by various individuals and with different types of calculators; therefore, if you have solved it correctly, your answer will be closer to the correct answer than any of the other choices.
- For graph type questions, the applicant may request a printed copy of the graph on which they may actually draw and write to compute the answer. The applicant must turn in all paper work upon completion of the test.

USE OF TEST AIDS AND MATERIALS

You may use aids, reference materials, and test materials within the guidelines listed below, if actual test questions or answers are not revealed. All models of aviation-oriented calculators may be used, including small electronic calculators that perform only arithmetic functions (add, subtract, multiply, and divide). Simple programmable memories, which allow addition to, subtraction from, or retrieval of one number from the memory, are permissible. Also, simple functions, such as square root and percent keys are permissible.
The following guidelines apply:

1. You may use any reference materials provided with the test. In addition, you may use scales, straightedges, protractors, plotters, navigation computers, log sheets, and electronic or mechanical calculators that are directly related to the test.

2. Manufacturer's permanently inscribed instructions on the front and back of such aids (e.g., formulas, conversions, regulations, signals, weather data, frequencies, weight-and-balance formulas) are permissible.

3. Testing centers may provide a calculator to you and/or deny use of your personal calculator based on the following limitations:
   a. Prior to, and upon completion of the test, while in the presence of the Unit Member (formerly referred to as proctor), you must actuate the ON/OFF switch and perform any other function that ensures erasure of any data stored in memory circuits.
   b. The use of electronic calculators incorporating permanent or continuous type memory circuits without erasure capability is prohibited. The Unit Member may refuse the use of your calculator when unable to determine the calculator's erasure capability.
   c. Printouts of data must be surrendered at the completion of the test if the calculator incorporates this design feature.
   d. The use of magnetic cards, magnetic tapes, modules, computer chips, or any other device upon which pre-written programs or information related to the test can be stored and retrieved is prohibited.
   e. You are not permitted to use any booklet or manual containing instructions related to use of test aids.

4. Dictionaries are not allowed in the testing area.

5. The Unit Member makes the final determination relating to test materials and personal possessions you may take into the testing area.

TESTING PROCEDURES FOR APPLICANTS REQUESTING SPECIAL ACCOMMODATIONS

If you are an applicant with a learning or reading disability, you may request approval from AFS-630, through the local FSDO or IFO, to take an airman knowledge test using one of the three options listed below, in preferential order:

Option 1. Use current testing facilities and procedures whenever possible.

Option 2. You may use a self-contained, electronic device which pronounces and displays typed-in words (e.g., the Franklin Speaking Wordmaster®) to facilitate the testing process. (NOTE: The device should consist of an electronic thesaurus that audibly pronounces typed-in words and presents them on a display screen. The device should also have a built-in headphone jack for private listening in order to avoid disturbing others during testing.)

Option 3. If you do not choose to use the first or second option, you may request Unit Member assistance in reading specific words or terms from the test questions and/or supplement book. In the interest of preventing compromise of the testing process, the Unit Member must be an individual with no aviation background or expertise. The Unit Member must provide reading assistance only, with no explanation of words or terms. When this option is requested, the FSDO or IFO inspector must contact the Airman Testing Standards Branch (AFS-630) for assistance in selecting the test site and assisting Unit Member.

Prior to approval of any option, the FSDO or IFO Aviation Safety Inspector must advise you of the regulatory certification requirement of being able to read, write, speak, and understand the English language.
CHEATING OR OTHER UNAUTHORIZED CONDUCT

Computer testing centers must follow strict security procedures to avoid test compromise. These procedures are established by the FAA and are covered in FAA Order 8080.6 (as amended), Conduct of Airman Knowledge Tests. The FAA has directed testing centers to terminate a test at any time a test Unit Member suspects a cheating incident has occurred. An FAA investigation will then be conducted. If the investigation determines that cheating or unauthorized conduct has occurred, then any airman certificate or rating that you hold may be revoked, and you may be prohibited for 1 year from applying for or taking any test for a certificate or rating under 14 CFR part 61.

LEARNING STATEMENTS

Learning statements, as used in airman knowledge testing, refer to a measurable level of knowledge a student should be able to demonstrate following a defined element of training. The most current Learning Statement Reference Guide for Airman Knowledge Testing is online at:

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

We provide learning statements to help instructors and students become more familiar with the areas of knowledge applicable to the airman training, learning, studying, and testing processes.

Beyond serving as a useful reference in preparing for your airman knowledge test, the Learning Statement Reference Guide will assist you and your instructor in interpreting any learning statement codes that may appear on your Airman Knowledge Test Report. You will receive a test report immediately upon completion of the test. This report will list learning statement codes for any questions you may have answered incorrectly. You and your instructor should match the codes on the test report to the information in the Learning Statement Reference Guide in order to obtain the corresponding areas of knowledge deficiency.

Your instructor may be required to provide instruction on each of the areas of deficiency, and to provide a logbook or training record endorsement certifying you have demonstrated satisfactory knowledge in each area. Also, you must present the original Airman Knowledge Test Report to the examiner conducting your practical test. During the practical test, the examiner will refer to the learning codes and statements to evaluate your knowledge in the noted areas of deficiency.

REQUESTING YOUR TEST BE HAND-SCORED

If you wish to have your test hand-scored, you must submit a request, in the form of a signed letter, to the Airman Testing Standards Branch, AFS-630. The request must be accompanied by a copy of your Airman Knowledge Test Report and a legible photocopy of a government issued identification with your photograph and signature. Mail or fax this information to: (e-Mail requests are not accepted due to security issues.)

Federal Aviation Administration
Airman Testing Standards Branch, AFS-630
P.O. Box 25082
Oklahoma City, OK  73125
Or Fax to:  405 954-4748

NOTE: If you have comments regarding test questions, test procedures, or supplemental material content, please e-Mail AFS-630 at: AFS630Comments@faa.gov.
AIRMAN KNOWLEDGE TEST REPORTS

Upon completion of the knowledge test, you will receive your Airman Knowledge Test Report, which reflects your score. The test report will be stamped with the testing center’s raised/embossed seal.

The Airman Knowledge Test Report must be presented to the examiner prior to taking the practical test. During the oral portion of the practical test, the examiner is required to evaluate the noted areas of deficiency.

Should you require a duplicate Airman Knowledge Test Report due to loss or destruction of the original, send a signed request accompanied by a check or money order for $1.00, payable to the FAA. Send the request to:

Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125

Airman Knowledge Test Reports are valid for the 24-calendar month period following the month you complete the practical test. **If the Airman Knowledge Test Report expires before completion of the practical test, you must retake the knowledge test.**

TRAINING AND TESTING PUBLICATIONS AND GENERAL INFORMATION

Most of the current Flight Standards Service airman training and testing publications can be obtained in electronic format from the FAA Website, [www.faa.gov](http://www.faa.gov). The training and testing publications and general information can be found on the opening page of that Website under the Training and Testing tab. If a publication is not available in electronic format, there are instructions for obtaining paper copies. Information found on the Website includes the following:

- Advisory Circulars
- Airworthiness Directives
- Code of Federal Regulations
- Computer Testing Supplements
- Knowledge Test Centers
- Sample Knowledge Test questions
- Knowledge Test Statistics
- Learning Statement Reference Guide
- Practical Test Standards
- Training Handbooks
- Type Certificate Data Sheets

**Advisory Circulars**

Advisory circulars (ACs) provide guidance and information on various subjects related to airman certification.
Airworthiness Directives

Airworthiness Directives (ADs) are notifications to aircraft owners of a known safety deficiency with a specific model of aircraft, engine, avionics, or other system.

Code of Federal Regulations

The portion of 14 CFR containing what was formerly known as the Federal Aviation Regulations can be found on the Website. 14 CFR contains regulations designed to promote aviation safety, and govern all aviation activities in the United States.

Computer Testing Supplements

The knowledge testing supplements contain the graphics, legends, and maps that are needed to successfully respond to certain knowledge test items. ODA test center personnel will provide these supplements during the airman knowledge test. You can review them prior to testing at: http://www.faa.gov/training_testing/testing/test_questions/media/FAA-CT-8080-1C.pdf. Marking in the supplement book is prohibited; however, you may request a photo copy of any figure either before or during your exam. This marked or unmarked copy must be returned to the proctor at the end of the exam.

Knowledge Test Centers

The Knowledge Test Centers portion of the Website contains current listings of Airman Knowledge Testing (AKT) Organization Designation Authorization (ODA) Holders and other testing centers, and the registration telephone numbers to call to register for a test.

The following is a list of the ODA holders authorized to give FAA airman knowledge tests. This list should be helpful in case you choose to register for a test or simply want more information.

- **Computer Assisted Testing Service (CATS)**
  777 Mariners Island Blvd., Suite 200
  San Mateo, CA 94404
  **Applicant inquiry and test registration:** 1-800-947-4228
  From outside the U.S. (650) 259-8550

- **PSI**
  16821 SE McGillivray Blvd., Suite 201
  Vancouver, WA 98683
  **Applicant inquiry and test registration:** 1-800-211-2753 or 1-800-211-2754
  From outside the U.S. (360) 896-9111

Knowledge Test Questions

Sample questions are located in the Airman Knowledge Test Questions section of the Website and represent the types of questions included in the actual test banks. Practicing these questions will help you become familiar with similar questions on the airman knowledge tests. The knowledge test is not designed to intimidate any prospective airman; it is designed to measure an applicant’s understanding of the rules, regulations and knowledge areas required to receive an FAA certificate.
Knowledge Test Statistics

Test statistics for all airman knowledge tests are contained in a series of tables organized by year and subject area. Individual tables are provided for the following subject areas: test volume, pass rates, average test scores, countries, regions, and district offices.

Practical Test Standards

The practical test standards outline the knowledge and skill requirements for each airman certificate and rating. The references listed in each task of the practical test standards indicate the specific publications used to develop the skill standards. The ability to issue immediate changes prior to publishing revised printed copies ensures the practical test standards are always accurate and usable.

Training Handbooks

The training handbooks are the basic information sources an airman applicant should refer to when preparing for the knowledge and practical tests for a specific certificate or rating.

Classification Code

Topic, Content and Specific (TCS) codes listed in this guide are NOT a description of the Learning Statement Codes (LSC) found in the ‘Learning Statement Reference Guide for Airman Knowledge Testing’ document, but are a hierarchical sequence of classification codes placing a question in a unique category. FAA knowledge test question development uses the following hierarchy:

- **Topic**— Overall subject matter topic code. The highest classification of overall subject matter a knowledge test item was developed to assess (e.g., Aerodynamics).
- **Content**—Secondary level subject matter code (e.g., Airspeed).
- **Specific**— the basic hierarchical classification code the subject matter for a knowledge test item (e.g., Thrust).
References Appendix

The knowledge tests for Commercial Pilot exams are based on the following references.

14 CFR part 1 Definitions and Abbreviations
14 CFR part 119 Certification: Air Carriers and Commercial Operators
14 CFR part 23 Airworthiness Standards: Normal, Utility, Acrobatic and Commuter
14 CFR part 43 Maintenance, Preventive Maintenance, Rebuilding, and Alteration
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR part 91 General Operating and Flight Rules
49 CFR part 830 Notification and Reporting of Aircraft Accidents
AC 00-30 - Atmospheric Turbulence Avoidance
AC 00-45 - Aviation Weather Services
AC 00-6 - Aviation Weather
AC 20-103 - Aircraft Engine Crankshaft Failure
AC 60-22 - Aeronautical Decision Making
AC 61-67 - Stall Spin Awareness Training
AC 90-48 - Pilots’ Role in Collision Avoidance
AC 91-13 - Cold Weather Operation of Aircraft
Aeronautical Information Manual
FAA-H-8083-1 - Aircraft Weight and Balance Handbook
FAA-H-8083-11 - Balloon Flying Handbook
FAA-H-8083-21 - Rotorcraft Flying Handbook
FAA-H-8083-25 - Pilot’s Handbook of Aeronautical Knowledge
FAA-H-8083-9 - Aviation Instructor Handbook
FAA-P-8740-34 - Powerlines and Thunderstorms - Balloon Safety Tips
IFR Enroute Low Altitude Chart
Practical Test Standards
Sectional Aeronautical Chart
U.S. Terminal Procedures

Note: The latest revision of these references should be used.
Commercial Pilot—Airplane (CAX)
Sample Questions
COMMERCIAL PILOT—AIRPLANE (CAX)

1. Load factor is the lift generated by the wings of an aircraft at any given time,

A—divided by the total weight of the aircraft.
B—multiplied by the total weight of the aircraft.
C—divided by the basic empty weight of the aircraft.

Answer: A.
Learning Statement: Recall load factor—characteristics.

2. Recovery from a stall in any airplane becomes more difficult when its

A—center of gravity moves forward.
B—elevator trim is adjusted nose down.
C—center of gravity moves aft.

Answer: C.
Learning Statement: Recall forces acting on an aircraft—CG/flight characteristics.

3. Which is true regarding the use of airborne weather-avoidance radar for the recognition of certain weather conditions?

A—The radarscope provides no assurance of avoiding instrument weather conditions.
B—The avoidance of hail is assured when flying between and just clear of the most intense echoes.
C—The clear area between intense echoes indicates that visual sighting of storms can be maintained when flying between the echoes.

Answer: A.
Learning Statement: Recall airborne radar/thunderstorm detection equipment—use/limitations.

4. During pre-flight in cold weather, crankcase breather lines should receive special attention because they are susceptible to being clogged by

A—congealed oil from the crankcase.
B—moisture from the outside air which has frozen.
C—ice from crankcase vapors that have condensed and subsequently frozen.

Answer: C.
Learning Statement: Recall aircraft systems—anti-icing/deicing.

5. 14 CFR part 1 defines VY as

A—speed for best rate of descent.
B—speed for best angle of climb.
C—speed for best rate of climb.

Answer: C.
Learning Statement: Recall regulations—definitions.
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Commercial Pilot—Rotorcraft/Helicopter (CRH)
Sample Questions
1. To determine pressure altitude prior to takeoff, the altimeter should be set to

A—the current altimeter setting.
B—29.92 inches Hg and the altimeter indication noted.
C—the field elevation and the pressure reading in the altimeter-setting window noted.

Answer: B.
Learning Statement: Recall altimeter—settings/setting procedures.

2. Rotorcraft climb performance is most adversely affected by

A—higher than standard temperature and low-relative humidity.
B—lower than standard temperature and high-relative humidity.
C—higher than standard temperature and high-relative humidity.

Answer: C.
Learning Statement: Recall aircraft performance—density altitude.

3. When approaching to land at an airport, without an operating control tower, in Class G airspace, a helicopter pilot should

A—enter and fly a traffic pattern at 800 feet AGL.
B—make all turns to the left, unless otherwise indicated.
C—avoid the flow of fixed-wing aircraft.

Answer: C.
Learning Statement: Recall regulations—operational procedures for an uncontrolled airport.

4. What is the procedure for a slope landing?

A—Use maximum RPM and maximum manifold pressure.
B—If the slope is 10° or less, the landing should be made perpendicular to the slope.
C—When parallel to the slope, slowly lower the upslope skid to the ground prior to lowering the down slope skid.

Answer: B.
Learning Statement: Recall aircraft performance—effects of runway slope/slope landing.

5. Ground resonance is less likely to occur with helicopters that are not equipped with

A—rigid rotor systems.
B—fully articulated rotor systems.
C—semi-rigid rotor systems.

Answer B.
Learning Statement: Recall ground resonance—conditions to occur.
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Aeronautical Information Manual
Commercial Pilot—Rotorcraft/Gyroplane (CRG)
Sample Questions
1. Which chart provides a ready means of locating observed frontal positions and pressure centers?

A—Surface Analysis Chart.
B—Constant Pressure Analysis Chart.
C—Weather Depiction Chart.

Answer: A.
Learning Statement: Recall information on a Surface Analysis Chart.

2. During the transition from pre-rotation to flight, all rotor blades change pitch

A—simultaneously to the same angle of incidence.
B—simultaneously but to different angles of incidence.
C—to the same degree at the same point in the cycle of rotation.

Answer: A.
Learning Statement: Recall rotor system—types/components/operating principles/characteristics.

3. Why should gyroplane operations within the crosshatched portion of a Height versus Velocity Chart be avoided?

A—The rotor RPM may build excessively high if it is necessary to flare at such low altitudes.
B—Sufficient airspeed may not be available to ensure a safe landing in case of an engine failure.
C—Turbulence near the surface can de-phase the blade dampers causing geometric unbalanced conditions on the rotor system.

Answer: B.
Learning Statement: Recall aircraft performance—airspeed.

4. A pilot convicted of a motor vehicle offense involving alcohol or drugs is required to provide a written report to the

A—nearest FAA Flight Standards District Office (FSDO) within 60 days after such action.
B—FAA Civil Aero-medical Institute (CAMI) within 60 days after the conviction.
C—FAA Civil Aviation Security Division (AMC-700) within 60 days after such action.

Answer: C.
Learning Statement: Recall regulations—use of narcotics/drugs/intoxicating liquor.

5. Which of these conditions is Hypoxia the result?

A—Excessive oxygen in the bloodstream.
B—Insufficient oxygen reaching the brain.
C—Excessive carbon dioxide in the bloodstream.

Answer: B.
Learning Statement: Recall Aero-medical factors—effects of altitude.
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Commercial Pilot—Glider (CGX)
Sample Questions
1. Lift on a wing is most properly defined as the
   A—force acting perpendicular to the relative wind.
   B—differential pressure acting perpendicular to the chord of the wing.
   C—reduced pressure resulting from a laminar flow over the upper camber of an airfoil, which acts perpendicular to the mean camber.

   Answer: A.
   Learning Statement: Recall forces acting on aircraft—lift/drag/thrust/weight/stall/limitations.

2. True course measurements on a sectional should be made at a meridian near the midpoint of the course because the
   A—values of isogonic lines change from point to point.
   B—angles formed by isogonic lines and lines of latitude vary from point to point.
   C—angles formed by lines of longitude and the course line vary from point to point.

   Answer: C.
   Learning Statement: Interpret information on a Sectional Chart.

3. Moisture is added to air by
   A—sublimation and condensation.
   B—evaporation and condensation.
   C—evaporation and sublimation.

   Answer: C.
   Learning Statement: Recall weather conditions—temperature/moisture/dew point.

4. The maximum airspeed at which abrupt and full deflection of the controls would not cause structural damage to a glider is called the
   A—speed-to-fly.
   B—maneuvering speed.
   C—never-exceed speed.

   Answer: B.

5. Which is true concerning the location of the glider’s CG and its effect on glider spin characteristics? If the CG is too far
   A—aft, a flat spin may develop.
   B—forward, spin entry will be impossible.
   C—aft, spins will degenerate into CG high-speed spirals.

   Answer: A.
   Learning Statement: Calculate weight and balance.
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Commercial Pilot—Balloon—Hot Air (CBH)
Sample Questions
1. Which is true regarding the presence of alcohol within the human body?

A—A small amount of alcohol increases vision acuity.
B—An increase in altitude decreases the adverse effect of alcohol.
C—Judgment and decision-making abilities can be adversely affected by even small amounts of alcohol.

Answer: C.
Learning Statement: Recall use of narcotics/drugs/intoxicating liquor.

2. While in flight, frost begins forming on the outside of the fuel tank in use. This would most likely be caused by

A—water in the fuel.
B—a leak in the fuel line.
C—vaporized fuel instead of liquid fuel being drawn from the tank into the main burner.

Answer: C.
Learning Statement: Recall fuel tank—components/operating principle/characteristics.

3. The purpose of the preheating coil as used in hot air balloons is to

A—prevent ice from forming in the fuel lines.
B—warm the fuel tanks for more efficient fuel flow.
C—vaporize the fuel for more efficient burner operation.

Answer: C.
Learning Statement: Recall fuel system—components/operating principles/characteristics.

4. When landing a balloon, what should the occupant(s) do to minimize landing shock?

A—Be seated on the floor of the basket.
B—Stand back-to-back and hold onto the load ring.
C—Stand with knees slightly bent facing the direction of movement.

Answer: C.
Learning Statement: Recall flight operations—takeoff/landing maneuvers.

5. The purpose of a critique is to

A—identify only the student's faults and weaknesses.
B—give a delayed evaluation of the student's performance.
C—provide direction and guidance to raise the level of the student's performance.

Answer: C.
Learning Statement: Recall student evaluation—learning process.
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Commercial Pilot—Balloon—Gas (CBG)
Sample Questions
1. Vertical control of a gas balloon is accomplished by

A—using the rip panel rope.
B—valving gas or releasing ballast.
C—opening and closing the appendix.

Answer: B.
Learning Statement: Recall forces acting on an aircraft—stability/controllability.

2. The weigh-off procedure is useful because the

A—pilot can adjust the altimeter to the correct setting.
B—ground crew can assure that downwind obstacles are cleared.
C—pilot will learn what the equilibrium conditions are prior to being committed to fly.

Answer: C.
Learning Statement: Recall flight operations—takeoff/landing procedures.

3. What should an instructor do if a student is suspected of not fully understanding the principles involved in a task, even though the student can correctly perform the task?

A—Require the student to apply the same elements to the performance of other tasks.
B—Require the student to repeat the task, as necessary, until the principles are understood.
C—Repeat demonstrating the task as necessary until the student understands the principles.

Answer: A.
Learning Statement: Recall FOI techniques—integrated flight instruction.

4. Operation of a balloon, during the period of sunset to sunrise, requires that it be equipped and lighted with

A—red and green position lights.
B—a steady aviation white position light and a red or white anti-collision light.
C—approved aviation red and white lights.

Answer: B.
Learning Statement: Recall flight operations—night and high altitude operations.

5. Operation of a gas balloon above 18,000’ MSL would require obtaining Air Route Traffic Control Center (ARTCC)—radio contact; these radio frequencies are found

A—in the Airman’s Information Manual.
B—on an IFR En route High Altitude Chart.
C—on a local Terminal Area (TAC)—Chart.

Answer: B.
Learning Statement: Interpret information on a High Altitude Chart.
# LIST OF REFERENCE MATERIALS SPECIFIC TO THE COMMERCIAL PILOT—BALLOON–GAS (CBG) KNOWLEDGE TESTS

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Commercial Pilot—Lighter-than-Air—Airship (CLA)
Sample Questions
1. To accomplish maximum headway, the airship must be kept
   A—heavy by the bow and light by the stern.
   B—at equilibrium.
   C—heavy and flown dynamically positive.

   Answer: B.
   Learning Statement: Recall airship—flight operations.

2. You have flown 52 miles; you are 6 miles off course and have 118 miles yet to fly. To converge on your destination, the total correction angle would be
   A—6 degrees.
   B—10 degrees.
   C—3 degrees.

   Answer: B.

3. The Low Level Wind Shear Alert System (LLWAS) provides data and software processes to detect the presence of a
   A—downward motion of the air associated with continuous winds blowing with an easterly component due to the rotation of the earth.
   B—rotating column of air extending from a cumulonimbus cloud.
   C—change in wind direction and/or speed within a very short distance above the airport.

   Answer: C.
   Learning Statement: Recall wind shear—characteristics/hazards/power management.

4. When under stress, normal individuals usually react
   A—by responding rapidly and exactly, often automatically, within the limits of their experience and training.
   B—with marked changes in mood on different lessons.
   C—with extreme over cooperation, painstaking self-control, and laughing or singing.

   Answer: A.
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1. Which statement is true about magnetic deviation of a compass? Deviation

A—varies over time as the agonic line shifts.
B—varies for different headings of the same aircraft.
C—is the same for all aircraft in the same locality.

Answer: B.
Learning Statement: Recall flight instruments - magnetic compass.

2. Who has the final authority to accept or decline any `land and hold short’ (LAHSO) clearance?

A—ATC approach controller.
B—ATC tower controller.
C—Pilot-in-command.

Answer: C.

3. (Refer to figure 64.) You see this sign when holding short of the runway. You receive clearance to back taxi on the runway for a full-length runway 8 departure. Which way should you turn when first taxiing on to the runway for takeoff?

A—Left.
B—Right.
C—Need more information.

Answer: B.
Learning Statement: Recall airport operations - markings / signs / lighting.

4. This sign confirms your position on

A—runway 22.
B—routing to runway 22.
C—taxiway 22.

Answer: A.
Learning Statement: Recall airport operations - markings / signs / lighting.
5. **GIVEN:**
   - Wingtip bearing change: 15°
   - Elapsed time between bearing change: 7.5 min
   - True airspeed: 85 kts
   - Rate of fuel consumption: 9.6 gal/hr

The time, distance, and fuel required to fly to the station is:

A— 30 minutes; 42.5 miles; 4.80 gallons.
B— 32 minutes; 48 miles; 5.58 gallons.
C— 48 minutes; 48 miles; 4.58 gallons.

**Answer:** A.

*Learning Statement:* Calculate aircraft performance - time/speed/distance/course/fuel/wind
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Military Competency—Airplane (MCA)
Sample Questions
1. Once a pilot-in-command accepts a “land and hold short” (LAHSO) clearance, the clearance must be adhered to, just as any other ATC clearance, unless

A—an amended clearance is obtained or an emergency occurs.
B—the wind changes or Available Landing Distance decreases.
C—Available Landing Distance decreases or density altitude increases.

Answer: A.
Learning Statement: Recall airport operations—LAHSO.

2. Pilots are not authorized to land an aircraft from an instrument approach unless the

A—flight visibility is at, or exceeds the visibility prescribed in the approach procedure being used.
B—flight visibility and ceiling are at, or exceeds the minimums prescribed in the approach being used.
C—visual approach slope indicator and runway references are distinctly visible to the pilot.

Answer: C.
Learning Statement: Recall approach/landing/taxiing techniques.

3. Assuring compliance with an Airworthiness Directive is the responsibility of the

A—pilot in command and the FAA certificated mechanic assigned to that aircraft.
B—pilot in command of that aircraft.
C—owner or operator of that aircraft.

Answer: C
Learning Statement: Recall regulations—aircraft owner/operator responsibilities.

4. Which is required equipment for powered aircraft during VFR night flights?

A—Flashlight with red lens, if the flight is for hire.
B—An electric landing light, if the flight is for hire.
C—Sensitive altimeter adjustable for barometric pressure.

Answer: B.
Learning Statement: Recall regulations—equipment/instrument/certificate requirements.

5. While being radar vectored, an approach clearance is received. The last assigned altitude should be maintained until

A—reaching the FAF.
B—advised to begin descent.
C—established on a segment of a published route or instrument approach procedure.

Answer: C.
Learning Statement: Recall approach/landing/taxiing techniques.
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Military Competency—Helicopter (MCH) Sample Questions
1. When in the vicinity of a VOR which is being used for navigation on VFR flights, it is important to

A—make 90° left and right turns to scan for other traffic.
B—exercise sustained vigilance to avoid aircraft that may be converging on the VOR from other directions.
C—pass the VOR on the right side of the radial to allow room for aircraft flying in the opposite direction on the same radial.

Answer: B.

Learning Statement: Recall collision avoidance—scanning techniques.

2. For IFR operations off established airways, ROUTE OF FLIGHT portion of an IFR flight plan should list VOR navigational aids which are no more than

A—40 miles apart.
B—70 miles apart.
C—80 miles apart.

Answer: A.

Learning Statement: Recall Flight Plan—IFR.

3. A pilot convicted of a motor vehicle offense involving alcohol or drugs is required to provide a written report to the

A—nearest FAA Flight Standards District Office (FSDO) within 60 days after such action.
B—FAA Civil Aero-medical Institute (CAMI) within 60 days after the conviction.
C—FAA Civil Aviation Security Division (AMC-700) within 60 days after such action.

Answer: C.

Learning Statement: Recall regulations—use of narcotics/drugs/intoxicating liquor.

4. Which is true regarding the presence of alcohol within the human body?

A—A small amount of alcohol increases vision acuity.
B—An increase in altitude decreases the adverse effect of alcohol.
C—Judgment and decision-making abilities can be adversely affected by even small amounts of alcohol.

Answer: C.

Learning Statement: Recall use of narcotics/drugs/intoxicating liquor.

5. The maximum cumulative time that an emergency locator transmitter may be operated before the rechargeable battery must be recharged is

A—30 minutes.
B—45 minutes.
C—60 minutes.

Answer A.

Learning Statement: Recall regulations preventive maintenance.
LIST OF REFERENCE MATERIALS SPECIFIC TO THE MILITARY COMPETENCY—HELICOPTER (MCH) KNOWLEDGE TEST

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