06/12/2014
Bank: (Dispatcher)
Airmen Knowledge Test Question Bank

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The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. It can be located at: [http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf](http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf)

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. PLT346
   Which of the following is considered a primary flight control?
   A) Elevator.
   B) Dorsal fin.
   C) Slats.

3. 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.

4. 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.

5. 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.

6. PLT103 ATP
   Accident prone pilots tend to
   A) have disdain toward rules.
   B) follow methodical information gathering techniques.
   C) excessively utilize outside resources.

7. PLT103 ATP
   When a recently certificated pilot decides to not wait any longer for the fog and low ceilings to burn off, this pilot may be exhibiting the hazardous
   A) resigned attitude.
   B) macho attitude.
   C) impulsive attitude.

8. PLT104 ATP
   An air carrier crew fixated on completing the last flight of a four day trip often may exhibit
   A) get-there-itis.
   B) staged decision-making.
   C) naturalistic decision-making.

9. PLT104 ATP
   An air carrier aircraft flown into the ground while troubleshooting a landing gear fault is an example of
   A) neglect and reliance on memory.
   B) loss of situational awareness.
   C) lack of aviation experience.

10. PLT104 ATP
    Automation has been found to
    A) create higher workloads in terminal areas.
    B) improve crew situational awareness skills.
    C) substitute for a lack of aviation experience.

11. PLT104 ATP
    Automatic Decision-Making is
    A) a reflexive type of decision-making.
    B) an impulsive type of decision-making.
    C) an internalized type of decision-making.

12. PLT049 ATP
    (Refer to appendix 2, figure 373.) Inbound to DEN from Dallas/Fort Worth (DFW), Center gives you a vector and a frequency for Denver Approach Control, but you miss-copy the frequency. You determine you probably were assigned
    A) 119.3 and should expect a tower frequency of 124.3.
B) 120.35 and should expect a tower frequency of 132.35.
C) 120.35 and should expect a tower frequency of 124.3.

13. PLT161 ATP
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.

14. PLT225 ATP
How should an off-airway direct flight be defined on an IFR flight plan?
A) The initial fix, the true course, and the final fix.
B) The initial fix, all radio fixes which the pilot wishes to be compulsory reporting points, and the final fix.
C) All radio fixes over which the flight will pass.

15. PLT367 ATP
Before requesting RVSM clearance, each person
A) shall correctly annotate the flight plan.
B) must file an ICAO RVSM flight plan.
C) should file for odd altitudes only.

16. PLT002 ATP
(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.

17. PLT123 ATP
(Refer to Figure 465.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) At a weight of 60,000 pounds with 35° flaps, the Reference Stall Speed is
A) 96 knots.
B) 93 knots.
C) 89 knots.

18. PLT123 ATP
(Refer to Figure 466.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) At a weight of 60,500 pounds with 5° flaps, the 1.3 \( V_{SR} \) speed is
A) 146 knots.
B) 149 knots.
C) 152 knots.

19. PLT012 ATP
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.

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.

What is the max climb EPR for Operating Conditions T-1?
A) 2.04.
B) 1.82.
C) 1.96.

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.

What are the time, fuel, and distance from the start of climb to cruise altitude for Operating Conditions BE-24?
A) 12.0 minutes; 220 pounds; 45 NM.
B) 10.0 minutes; 170 pounds; 30 NM.
C) 9.0 minutes; 185 pounds; 38 NM.

What is the two-engine rate of climb after takeoff in climb configuration for Operating Conditions BE-21?
A) 2,450 ft/min.
B) 1,350 ft/min.
C) 2,300 ft/min.

What are the time, fuel, and distance from the start of climb to cruise altitude for Operating Conditions BE-24?
A) 12.0 minutes; 220 pounds; 45 NM.
B) 10.0 minutes; 170 pounds; 30 NM.
C) 9.0 minutes; 185 pounds; 38 NM.

With a gross weight of 54,500 pounds, the Final Take-off Climb Speed is
A) 142 knots.
B) 145 knots.
C) 148 knots.

26. PLT011
(Refer to Figures 297 and 481.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a reported temperature of 0°C, at 500 feet AGL after takeoff, and an airspeed of 145 knots IAS, the radius of turn is
A) 7,850 feet.
B) 8,150 feet.
C) 8,450 feet.

27. PLT007
(Refer to appendix 2, figures 59 and 60.) What is the max continuous EPR for Operating Conditions T-5?
A) 2.00.
B) 1.96.
C) 2.04.

28. PLT012
(Refer to appendix 2, figures 21, 22, 23, 24, and 25.) What is the en route time of the cruise leg for Operating Conditions BE-34?
A) 1 hour 7 minutes.
B) 1 hour 12 minutes.
C) 1 hour 2 minutes.

29. PLT045
(Refer to appendix 2, figures 86 and 87.) What are descent time and distance under Operating Conditions S-1?
A) 24 minutes, 118 NAM.
B) 25 minutes, 118 NAM.
C) 26 minutes, 125 NAM.

30. PLT004
(Refer to appendix 2, figure 26.) What are the time and distance to descend from 18,000 feet to 2,500 feet?
A) 10.0 minutes, 36 NM.
B) 9.8 minutes, 33 NM.
C) 10.3 minutes, 39 NM.

31. 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.

32. PLT004 ATP
(Refer to Figures 273 and 474.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a reported temperature of 45°C, and a weight of 52,000 pounds, the First Segment Take-off Gross Climb Gradient is
A) 0.048%.
B) 0.044%.
C) 0.0419%.

33. PLT004 ATP
(Refer to Figures 273 and 475.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a reported temperature of 32°C, and a weight of 58,000 pounds, the Second Segment Take-off Gross Climb Gradient is
A) 0.059%.
B) 0.062%.
C) 0.065%.

34. PLT008 ATP
(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.

35. PLT007 ATP
(Refer to appendix 2, figures 73 and 75.) What is the go-around EPR for Operating Conditions L-5?
A) 2.00 EPR.
B) 2.05 EPR.
C) 2.04 EPR.

36. PLT008 ATP
(Refer to appendix 2, figure 92.) What is the maximum charted indicated airspeed while maintaining a 3° glide slope at a weight of 140,000 pounds?
A) 127 knots.
B) 156 knots.
C) 149 knots.

37. PLT008 ATP
(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.
38. PLT008 ATP
(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.

39. PLT008 ATP
(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.

40. PLT021 ATP
(Refer to appendix 2, figures 51 and 52.) What is the approximate landing weight for Operating Conditions L-1?
A) 81,600 pounds.
B) 80,300 pounds.
C) 78,850 pounds.

41. PLT008 ATP
(Refer to appendix 2, figures 27 and 28.) What is the landing distance over a 50-foot obstacle for Operating Conditions B-36?
A) 1,625 feet.
B) 1,900 feet.
C) 950 feet.

42. PLT008 ATP
(Refer to Figures 327 and 457.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a weight of 69,000 pounds, flaps 45, calm winds, the $V_{REF}$ is
A) 136 knots.
B) 133 knots.
C) 129 knots.

43. PLT008 ATP
(Refer to Figure 460.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) At a weight of 77,500 pounds, and a landing elevation below 5,000 feet, the $V_{Ref}$ is
A) 139 knots.
B) 141 knots.
C) 143 knots.

44. PLT008 ATP
(Refer to Figures 331 and 461.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) At a weight of 73,500 pounds, the expected Landing Field Length is

A) 6,700 feet.
B) 5,650 feet.
C) 6,450 feet.

45. PLT078 ATP

All 14 CFR part 139 airports must report
A) accident and incident data annually.
B) noise complaint statistics for each departure procedure or runway.
C) declared distances for each runway.

46. PLT011 ATP

(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.

47. PLT010 ATP

(Refer to appendix 2, figures 45, 46, and 47.) What is the STAB TRIM setting for Operating Conditions A-3?
A) 22 percent MAC.
B) 20 percent MAC.
C) 18 percent MAC.

48. PLT011 ATP

(Refer to appendix 2, figures 53, 54, and 55.) What is the takeoff EPR for Operating Conditions R-2?
A) 2.18.
B) 2.19.
C) 2.16.

49. PLT011 ATP

(Refer to appendix 2, figures 45, 46, and 47.) What are V1 and VR speeds for Operating Conditions A-1?
A) V1 120.5 knots; VR 123.5 knots.
B) V1 123.1 knots; VR 125.2 knots.
C) V1 122.3 knots; VR 124.1 knots.

50. PLT010 ATP

(Refer to appendix 2, figures 53 and 55.) What is the STAB TRIM setting for Operating Conditions R-5?
A) 7-1/2 ANU.
B) 6-3/4 ANU.
C) 8 ANU.
51. PLT011 ATP
(Refer to appendix 2, figure 12.) Given the following conditions, what is the minimum torque for takeoff?
Pressure altitude 3,500 ft
Temperature (OAT) +43 °C
Ice vanes Retracted
A) 3,000 foot-pound.
B) 3,110 foot-pound.
C) 3,050 foot-pound.

52. PLT011 ATP
(Refer to appendix 2, figure 14.) Given the following conditions, what is the accelerate-stop field length?
Pressure altitude 6,000 ft
Temperature (OAT) +10 °C
Weight 16,600 lb
Wind component 15 kts HW
Ice vanes Retracted
A) 4,950 feet.
B) 5,300 feet.
C) 4,800 feet.

53. PLT078 ATP
(Refer to appendix 2, figure 348.) 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 0.7 percent upslope of the runway.
C) Takeoff run shortened by 0.7 percent runway slope to the SE.

54. PLT085 ATP
(Refer to appendix 2, figure 231.) Given the following conditions, what is the takeoff climb limit?
Airport OAT: 38° C
Airport Pressure Altitude: 14 ft.
Flaps: 15°
Engine Bleed for packs: On
Anti-ice: Off
A) 136,000 lb.
B) 137,500 lb.
C) 139,000 lb.

55. PLT069 ATP
(Refer to appendix 2, figures 235 and 236.) Given the following conditions, what is the maximum Slush/Standing Water takeoff weight?
Dry field/obstacle limit weight: 180,000 lb.
Slush/standing water depth: .25 inches
Temperature (OAT): 30° C
Field pressure altitude: 5431 ft.
Field length available: 9000 ft.
No Reverse thrust
A) 130,850 lb.
B) 147,550 lb.
C) 139,850 lb.

56. PLT011 ATP
(Refer to appendix 2, figures 237 and 238.) Given the following conditions, what are the takeoff V speeds?
Weight: 170,000 lb.
Flaps: 10°
Temperature (OAT): 25° C
Field pressure altitude: 427 ft.
Runway slope: 0%
Wind (KTS) Headwind: 8 KTS
Runway Condition: Wet Runway
For VR more than or equal to .1 VR, round up VR to the next value (example: 140 +.1 =141)
A) V1 134 kts., VR 140 kts., V2 145 kts.
B) V1 140 kts., VR 140 kts., V2 145 kts.
C) V1 138 kts., VR 141 kts., V2 145 kts.

57. PLT13 ATP
(Refer to Figures 287 and 421.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) The winds are reported as 220/15. You compute the tailwind component hoping for a Runway 33 takeoff. You compute the tailwind to be
A) 14 knots.
B) 10 knots.
C) 5 knots.

58. PLT011 ATP
(Refer to Figures 363 and 429.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) At a reported temperature of 10°C with Cowl Anti-ice on and Packs On, the Takeoff Thrust Setting is
A) 90.0%.
B) 89.1%.
C) 87.4%.

59. PLT089 ATP
(Refer to Figures 340 and 450.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a reported temperature of 35°C, flaps set at 8, and 5 knots of headwind at a takeoff weight of 82,300 pounds, the \( V_{1MBE} \) is
A) 174 knots.
B) 169 knots.
C) 154 knots.

60. PLT121 ATP
(Refer to Figures 321 and 458.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a reported temperature of 15°C, a 0.8% upslope, and calm winds, the Maximum Permissible Quick Turn-around Landing Weight is
A) 81,000 pounds.
B) 81,600 pounds.
C) 82,000 pounds.

61. PLT089 ATP
(Refer to Figures 321 and 471.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a reported temperature of -5°C and gross weight of 49,000 pounds, the chart $V_2$ value is
A) 118 knots.
B) 120 knots.
C) 122 knots.

62. PLT020 ATP
(Refer to appendix 2, figures 63 and 64.) What is the turbulent air penetration N1 power setting for Operating Conditions Q-1?
A) 84.0 percent.
B) 82.4 percent.
C) 84.8 percent.

63. PLT012 ATP
(Refer to appendix 2, figures 66 and 67.) What is the trip time corrected for wind under Operating Conditions Z-5?
A) 1 hour 11 minutes.
B) 62 minutes.
C) 56 minutes.

64. PLT012 ATP
(Refer to appendix 2, figures 66 and 67.) What is the estimated fuel consumption for Operating Conditions Z-1?
A) 5,970 pounds.
B) 5,230 pounds.
C) 5,550 pounds.

65. PLT016 ATP
(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.

66. PLT121 ATP
(Refer to Figure 459.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) For a supplemental charter, a still air range of 2,250 NM is required. The payload for this non-stop trip is
A) 5,100 pounds.
B) 5,700 pounds.
C) 6,100 pounds.

67. PLT121 ATP
(Refer to Figure 459.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a payload of 20,000 pounds, still air range is
A) 1,350 NM.
B) 1,410 NM.
C) 1,590 NM.

68. PLT121 ATP
What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 96.1 X 133.3 inches?

<table>
<thead>
<tr>
<th>Component</th>
<th>Weight</th>
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</thead>
<tbody>
<tr>
<td>Floor load limit</td>
<td>249 lb/sq ft</td>
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<tr>
<td>Pallet weight</td>
<td>347 lb</td>
</tr>
<tr>
<td>Tiedown devices</td>
<td>134 lb</td>
</tr>
</tbody>
</table>
A) 21,669.8 pounds.
B) 22,120.8 pounds.
C) 21,803.8 pounds.

69. PLT104 ATP
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.

70. PLT104 ATP
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.

71. PLT104 ATP

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.

72. PLT205 ATP
What is the effect of alcohol consumption on functions of the body?
A) Alcohol has an adverse effect, especially as altitude increases.
B) Alcohol has little effect if followed by an ounce of black coffee for every ounce of alcohol.
C) Small amounts of alcohol in the human system increase judgment and decision-making abilities.

73. PLT097 ATP
What is a symptom of carbon monoxide poisoning?
A) Rapid, shallow breathing.
B) Dizziness.
C) Pain and cramping of the hands and feet.

74. PLT104 ATP
Human behavior
A) rarely results in accidents unless deliberate actions are performed.
B) is responsible for three out of four accidents.
C) is well understood, so behavioral induced accidents are exceedingly rare occurrences.

75. PLT104 ATP
When a pilot believes advanced avionics enable operations closer to personal or environmental limits,
A) greater utilization of the aircraft is achieved.
B) risk is increased.
C) risk is decreased.

76. PLT104 ATP
Automation in aircraft has proven
A) to be able to create larger errors.
B) that automation improves flying skills.
C) effective in preventing complacency.

77. PLT104 ATP
The lighter workloads associated with glass (digital) flight instrumentation
A) are instrumental in decreasing training requirements.
B) have proven to increase basic flight skills.
C) may lead to complacency by the flightcrew.

78. PLT512 ATP
Large areas of land
A) tend to increase temperature variations.
B) do not influence the troposphere.
C) minimize temperature variations.

79. 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.

80. PLT263

The tropopause is generally found when the free air temperatures are
A) between -55° and -65° C.
B) between -40° and -55° C.
C) colder than -60° C.

81. 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.

82. 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.

83. PLT108

Freezing Point Depressant (FPD) fluids used for deicing
A) on the ground, cause no performance degradation during takeoff.
B) provide ice protection during flight.
C) are intended to provide ice protection on the ground only.

84. 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.

85. PLT108

What is the minimum glycol content of Type 1 deicing/anti-icing fluid?
A) 50 percent.
B) 30 percent.
C) 80 percent.

86. PLT274 ATP
When you hear a SIGMET on an ATC frequency forecasting severe icing conditions on the route to your destination, you plan for
A) the installed transport category airplane ice protection system protecting against all types and levels of icing as designed.
B) very little airframe icing because of an OAT of -10°C or colder, the moisture is already frozen and cannot adhere to airplane surfaces.
C) the possibility of freezing rain and freezing drizzle that can accumulate on and beyond the limits of any system.

87. PLT495 ATP
Convective clouds which penetrate a stratus layer can produce which threat to instrument flight?
A) Freezing rain.
B) Embedded thunderstorms.
C) Clear air turbulence.

88. PLT475 ATP
Where do squall lines most often develop?
A) Ahead of a cold front.
B) In an occluded front.
C) Behind a stationary front.

89. PLT517 ATP
A cyclone is
A) a tropical storm in the Atlantic with highest sustained winds of 35 through 64 knots.
B) a tropical depression in the Northwest Pacific with sustained winds of 63 knots.
C) a hurricane force storm in the Indian Ocean with highest sustained winds of 65 knots or higher.

90. PLT302 ATP
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.

91. PLT515 ATP
The Telephone Information Briefing Service (TIBS) recordings are provided by selected Automated Flight Service Stations and
A) are updated on the hour.
B) are designed to replace the standard briefing given by a flight service specialist.
C) contain area briefings encompassing a 50 NM radius.
92. PLT515 ATP
The Federal Aviation Administration’s Flight Information Service Data Link (FISDL) provides what products?
A) METARs, SIGMETs, PIREPs, and AIRMETs.
B) Convective SIGMETs, PIREPs, AWWs, and NOTAMs.
C) SPECIs, SIGMETs, NOTAMs, and AIRMETs.

93. PLT354 ATP
To conduct a localizer performance with vertical guidance (LPV) RNAV (GPS) approach, the aircraft must be furnished with
A) a GPS/WAAS receiver approved for an LPV approach by the AFM supplement.
B) a GPS (TSO-C129) receiver certified for IFR operations.
C) an IFR approach-certified system with required navigation performance (RNP) of 0.5.

94. PLT143 ATP
(Refer to appendix 1, legend 15 and appendix 2, figure 215.) Windsor Locks/Bradley Intl, is an FAR Part 139 airport. What minimum number of aircraft rescue and fire-fighting vehicles, and what type and amount of fire-fighting agents are the airport required to have?
A) Three vehicles and 500 pounds of dry chemical (DC), or Halon 1211 or 450 pounds DC and 4,000 gallons of water.
B) Three vehicles and 500 pounds of dry chemical (DC), or Halon 1211 or 450 pounds DC plus 3,000 gallons of water.
C) Two vehicles and 600 pounds dry chemical (DC), or Halon 1211 or 500 pounds of DC plus 4,000 gallons of water.

95. PLT149 ATP
Detailed investigations of runway incursions have identified
A) 2 major areas of contributing factors.
B) 3 major areas of contributing factors.
C) 4 major areas of contributing factors.

96. PLT389 ATP
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.

97. PLT049 ATP
(Refer to appendix 2, figures 202 and 206.) PTL 55 received the following clearance from Bay Approach Control. PTL 55 is cleared ILS RWY 19L at SFO, sidestep to RWY 19R. 1.3 times the Vso 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.

98. PLT049 ATP
(Refer to appendix 2, figure 293.) 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.

99. PLT162 ATP
A minimum instrument altitude for enroute operations off of published airways which provides obstruction clearance of 1,000 feet in nonmountainous terrain areas and 2,000 feet in designated mountainous areas within the United States is called
A) Minimum Obstruction Clearance Altitude (MOCA).
B) Minimum Safe/Sector Altitude (MSA).
C) Off-Route Obstruction Clearance Altitude (OROCA).

100. PLT055 ATP
(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.

101. PLT058 ATP
(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.

102. PLT148 ATP
Airport touchdown zone lighting (TDZL) is the
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.

103. PLT141 ATP
(Refer to appendix 2, figure 131.) What is the runway distance remaining at 'C' for a nighttime takeoff on runway 9?
A) 1,000 feet.
B) 1,800 feet.
C) 1,500 feet.

104. PLT128 ATP
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.

105. PLT354 ATP
If Receiver Autonomous Integrity Monitoring (RAIM) is not available when setting up for GPS approach, the pilot should
A) continue to the MAP and hold until the satellites are recaptured.
B) proceed as cleared to the IAF and hold until satellite reception is satisfactory.
C) select another type of approach using another type of navigation aid.

106. PLT354 ATP
Aircraft navigating by GPS are considered, on the flight plan, to be
A) RNAV equipped.
B) FMS/EFIS equipped.
C) Astrotacker equipped.

107. PLT354 ATP
What does "UNREL" indicate in the following GPS and WAAS NOTAM: BOS BOS WAAS LPV AND LNAV/VNAV MNM UNREL WEF 0305231700 - 0305231815?
A) Satellite signals are currently unavailable to support LPV and LNAV/VNAV approaches to the Boston airport.
B) The predicted level of service, within the time parameters of the NOTAM, may not support LPV approaches.
C) The predicted level of service, within the time parameters of the NOTAM, will not support LNAV/VNAV approaches.

108. PLT354 ATP
"Unreliable", as indicated in the following GPS NOTAMS: SFO 12/051 SFO WAAS LNAV/VNAV AND LPV MNM UNRELBL WEF0512182025-0512182049 means
A) within the time parameters of the NOTAM, the predicted level of service will not support LPV approaches.
B) satellite 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 approaches.

109. PLT354 ATP
Pilots are not authorized to fly a published RNAV or RNP procedure unless it is retrievable by the procedure name from
A) the aircraft navigation database, or manually loaded with each individual waypoint in the correct
sequence.
B) the aircraft navigation database, or manually loaded with each individual waypoint and verified by
the pilot(s).
C) the aircraft navigation database.

110. PLT379 ATP
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.

111. PLT361 ATP
How does the SDF differ from an ILS LOC?
A) SDF - 15° usable off course indications, ILS - 35°.
B) SDF - 6° or 12° wide, ILS - 3° to 6°.
C) SDF - offset from runway plus 4° minimum, ILS - aligned with runway.

112. PLT506 ATP
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.

113. PLT395 ATP
What is the name of an area beyond the end of a runway which does not contain obstructions and can
be considered when calculating takeoff performance of turbine-powered aircraft?
A) Stopway.
B) Obstruction clearance plane.
C) Clearway.

114. PLT432 ATP
“Operational control” of a flight refers to
A) exercising the privileges of pilot in command of an aircraft.
B) the specific duties of any required crewmember.
C) exercising authority over initiating, conducting, or terminating a flight.

115. PLT395 ATP
`Physiological night’s rest` means
A) 9 hours of rest that encompasses the hours of 0100 and 0700 at the crewmember’s home base.
B) 10 hours of rest that encompasses the hours of 0100 and 0700 at the crewmember’s home base.
C) 12 hours of rest that encompasses any continuous 8 hour period for uninterrupted or disturbed rest.

116. PLT409 ATP
In order to be assigned for duty, each flightcrew member must report
A) on time, in uniform, and properly prepared to accomplish all assigned duties.
B) to the airport on time, after the designated rest period and fully prepared to accomplish assigned duties.
C) for any flight duty period rested and prepared to perform his/her assigned duties.

117. PLT409 ATP
Flightcrew members must receive fatigue education and awareness training
A) with all required air carrier dispatcher and every flightcrew member training activity.
B) annually for flightcrew members and every 24 months for dispatchers, flightcrew member schedulers, and operational control individuals.
C) annually for flightcrew member schedulers, operational control individuals and flightcrew members and dispatchers.

118. PLT409 ATP
(See attached figure.) In an airplane with a minimum flight crew of two assigned, your flight time may not exceed
A) 9 hours if assigned to report at 0330.
B) 9 hours if assigned to report at 0500.
C) 9 hours if assigned to report at 2030.

119. PLT409 ATP
(See attached figure.) For unaugmented flightcrew operations, your maximum flight duty period limit is
A) 13 hours if assigned to report at 0700 for 4 flight segments.
B) 13 hours if assigned to report at 2030 for 3 flight segments.
C) 10.5 hours if assigned to report at 1730 for 6 flight segments.

120. PLT409 ATP
(See attached figure.) In an airplane with an augmented crew of three flightcrew members assigned, the maximum flight duty period is
A) 17 hours if assigned to report at 1200 with a class 3 rest facility available.
B) 16 hours if assigned to report at 0630 with a class 1 rest facility available.
C) 14 hours if assigned to report at 1630 with a class 2 rest facility available.

121. PLT409 ATP
The time spent resting during unaugmented operations will not be counted towards the flight duty period limitation if the rest period is at least
A) 3 hours long after reaching suitable accommodations.
B) 4 hours long after reaching suitable accommodations.
C) 4 hours long which can include transportation to suitable accommodations.

122. PLT409 ATP
Notification of the rest opportunity period during unaugmented operations, must be
A) given before before the next to last flight segment.
B) given before the beginning of the flight duty period.
C) provided no later than after the first flight segment offered after the first flight segment is completed.

123. PLT409 ATP
If the augmented flightcrew member is not acclimated, the
A) maximum flight duty period given in 14 CFR part 117, Table C (not included herein) is reduced by 30 minutes.
B) flight duty period assignment must be reduced 15 minutes by each 15 degrees of longitude difference from the previous rest location.
C) minimum rest period must be extended by 3 hours.

124. PLT409 ATP
The flight duty period may be extended due to unforeseen circumstances before takeoff by as much as
A) 2 hours.
B) 1 hour.
C) 30 minutes.

125. PLT409 ATP
After takeoff, unforeseen circumstances arise. In this case, the flight duty period may be extended by as much as
A) 2 hours.
B) necessary to reach the closest suitable alternate crew base airport.
C) necessary to land at next destination airport or alternate airport.

126. PLT409 ATP
For airport/standby reserve, all time spent in airport/standby reserve time is
A) not part of the flightcrew member’s flight duty period.
B) part of the flightcrew member’s flight duty period.
C) part of the flightcrew member’s flight duty period after being alerted for flight assignment.

127. PLT409 ATP
Limiting flight time for all flightcrew members will include
A) instruction flight hours, commercial flying, and flying for any certificate holder.
B) any flying by flightcrew members for any certificate holder or 91K program manager.
C) flying by flightcrew members for any certificate holder or 91K program manager and any other commercial flight time.

128. PLT409 ATP
Flightcrew member’s flight duty periods are limited to
A) 60 hours in any 168 consecutive hours.
B) 70 hours in any 168 consecutive hours.
C) 60 hours in any 7 days.

129. PLT409 ATP
A flightcrew member must be given a rest period before beginning any reserve or flight duty period, of
A) 24 consecutive hours free from any duty in the past 7 consecutive calendar days.
B) 36 consecutive hours in the past 168 consecutive hours.
C) 30 consecutive hours in the past 168 consecutive hours.

130. PLT409 ATP
No flightcrew member may accept an assignment without scheduled rest opportunities for
A) more than 3 consecutive nighttime flights that infringe on the window of cicadian low.
B) more than 4 consecutive nighttime flights that infringe on the window of cicadian low in a 168 hour period.
C) consecutive nighttime flights beginning after 0001 hours local home base time.

131. PLT395 ATP
An airport approved by the Administrator for use by an air carrier certificate holder for the purpose of providing service to a community when the regular airport is not available is a/an:
A) alternate airport.
B) provisional airport.
C) destination airport.

132. PLT388 ATP
Information recorded during normal operation of a cockpit voice recorder in a large turbine powered airplane
A) may be erased or otherwise obliterated except for the last 30 minutes prior to landing.
B) may all be erased or otherwise obliterated except for the last 30 minutes.
C) may all be erased, as the voice recorder is not required on an aircraft with reciprocating engines.

133. PLT380 ATP
The minimum weather conditions that must exist for an airport to be listed as an alternate in the dispatch release for a domestic air carrier flight are
A) those listed in the NOAA IAP charts for the alternate airport, from 1 hours before or after the ETA for that flight.
B) those listed in the NOAA IAP charts for the alternate airport, at the time the flight is expected to arrive.
C) those specified in the certificate holder's Operations Specifications for that airport, when the flight arrives.

134. PLT385 ATP
What restrictions must be observed regarding the carrying of cargo in the passenger compartment of an airplane operated under FAR Part 121?
A) All cargo must be separated from the passengers by a partition capable of withstanding certain load stresses.
B) Cargo may be carried aft of a divider if properly secured by a safety belt or other tiedown having enough strength to eliminate the possibility of shifting.
C) All cargo must be carried in a suitable flame resistant bin and the bin must be secured to the floor structure of the airplane.

135. PLT390 ATP
Who must the crew of a domestic or flag air carrier airplane be able to communicate with, under normal
conditions, along the entire route (in either direction) of flight?
A) Appropriate dispatch office.
B) Any FSS.
C) ARINC.

136. PLT405 ATP
Each crewmember shall have readily available for individual use on each flight a
A) flashlight in good working order.
B) key to the flight deck door.
C) certificate holder's manual.

137. PLT323 ATP
Where can the pilot of a flag air carrier airplane find the latest FDC NOTAM's?
A) Notices To Airmen publication.
B) Airport/Facility Directory.
C) Any company dispatch facility.

138. PLT436 ATP
Which document includes descriptions of the required crewmember functions to be performed in the event of an emergency?

139. PLT422 ATP
A domestic air carrier flight has a delay while on the ground, at an intermediate airport. How long before a redispatch release is required?
A) Not more than 2 hours.
B) More than 6 hours.
C) Not more than 1 hour.

140. PLT398 ATP
By regulation, who shall provide the pilot in command of a domestic or flag air carrier airplane information concerning weather, and irregularities of facilities and services?
A) Air route traffic control center.
B) The aircraft dispatcher.
C) Director of operations.

141. PLT210 ATP
If it becomes necessary to shut down one engine on a domestic air carrier three-engine turbojet airplane, the pilot in command
A) may continue to the planned destination if this is considered as safe as landing at the nearest suitable airport.
B) may continue to the planned destination if approved by the company aircraft dispatcher.
C) must land at the nearest suitable airport, in point of time, at which a safe landing can be made.
142. PLT403 ATP
An aircraft dispatcher declares an emergency for a flight and a deviation results. A written report shall be sent through the air carriers operations manager by the
A) dispatcher to the FAA Administrator within 10 days of the event.
B) pilot in command to the FAA Administrator within 10 days of the event.
C) certificate holder to the FAA Administrator within 10 days of the event.

143. PLT403 ATP
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.

144. PLT404 ATP
Which emergency equipment is required for a flag air carrier flight between John F. Kennedy International Airport and London, England?
A) A self-buoyant, water resistant, portable survival-type emergency locator transmitter for each required liferaft.
B) A life preserver equipped with an approved survivor locator light or other flotation device for the full seating capacity of the airplane.
C) An appropriately equipped survival kit attached to each required liferaft.

145. PLT404 ATP
For a flight over uninhabited terrain, an airplane operated by a flag or supplemental air carrier must carry enough appropriately equipped survival kits for
A) all passenger seats.
B) all aircraft occupants.
C) all of the passengers, plus 10 percent.

146. PLT404 ATP
An airplane operated by a supplemental air carrier flying over uninhabited terrain must carry which emergency equipment?
A) Suitable pyrotechnic signaling devices.
B) Survival kit for each passenger.
C) Colored smoke flares and a signal mirror.

147. PLT408 ATP
Which factor determines the minimum number of hand fire extinguishers required for flight under 14 CFR part 121?
A) Airplane passenger seating accommodations.
B) Number of passenger cabin occupants.
C) Number of passengers and crewmembers aboard.

148. PLT436 ATP
If a required instrument on a multiengine airplane becomes inoperative, which document dictates whether the flight may continue en route?
A) A Master Minimum Equipment List for the airplane.
B) Certificate holder’s manual.
C) Original dispatch release.

149. PLT029 ATP
Below what altitude, except when in cruise flight, are non-safety related cockpit activities by flight crewmembers prohibited?
A) FL 180.
B) 14,500 feet.
C) 10,000 feet.

150. PLT368 ATP
When carrying a passenger aboard an all-cargo aircraft, which of the following applies?
A) Crew-type oxygen must be provided for the passenger.
B) The passenger must have access to a seat in the pilot compartment.
C) The pilot in command may authorize the passenger to be admitted to the crew compartment.

151. PLT459 ATP
If there is a required emergency exit located in the flightcrew compartment, the door which separates the compartment from the passenger cabin must be
A) unlocked during takeoff and landing.
B) latched open during takeoff and landing.
C) locked at all times, except during any emergency declared by the pilot in command.

152. PLT409 ATP
How does deadhead transportation, going to or from a duty assignment, affect the computation of flight time limits for air carrier flight crewmembers? It is
A) not considered to be part of a rest period.
B) considered part of the rest period for flight crew members.
C) considered part of the rest period if the flightcrew includes more than two pilots.

153. PLT409 ATP
A flag air carrier may schedule a pilot to fly in an airplane, having two pilots and one additional flight crewmember, for no more than
A) 8 hours during any 12 consecutive hours.
B) 12 hours during any 24 consecutive hours.
C) 10 hours during any 12 consecutive hours.

154. PLT443 ATP
The `age 65 rule` of 14 CFR part 121 applies to
A) any flight crewmember.
B) any required pilot crewmember.
C) the pilot in command only.
What action is required prior to takeoff if snow is adhering to the wings of an air carrier airplane?
A) Add 15 knots to the normal VR speed as the snow will blow off.
B) Sweep off as much snow as possible and the residue must be polished smooth.
C) Assure that the snow is removed from the airplane.

When a pilot's flight time consists of 80 hours' pilot in command in a particular type airplane, how does this affect the minimums for the destination airport?
A) Has no effect on destination but alternate minimums are no less than 300 and 1.
B) Minimums are increased by 100 feet and 1/2 mile.
C) Minimums are decreased by 100 feet and 1/2 mile.

Category II ILS operations below 1600 RVR and a 150-foot DH may be approved after the pilot in command has
A) logged 100 hours' flight time in make and model airplane under 14 CFR part 121 and three Category II ILS approaches in actual or simulated IFR conditions with 150-foot DH since the beginning of the sixth preceding month.
B) logged 90 hours' flight time, 10 takeoffs and landings in make and model airplane and three Category II ILS approaches in actual or simulated IFR conditions with 150-foot DH since the beginning of the sixth preceding month, in operations under 14 CFR parts 91 and 121.
C) made at least six Category II approaches in actual IFR conditions with 100-foot DH within the preceding 12 calendar months.

When may two persons share one approved safety belt in a lounge seat?
A) Only during the en route flight.
B) During all operations except the takeoff and landing portion of a flight.
C) When one is an adult and one is a child under 3 years of age.

The supplemental oxygen requirements for passengers when a flight is operated at FL 250 is dependent upon the airplane's ability to make an emergency descent to a flight altitude of
A) 14,000 feet within 4 minutes.
B) 12,000 feet within 4 minutes or at a minimum rate of 2,500 ft/min, whichever is quicker.
C) 10,000 feet within 4 minutes.

For flights above which cabin altitude must oxygen be provided for all passengers during the entire flight at those altitudes?
A) 14,000 feet.
B) 16,000 feet.
C) 15,000 feet.
161. PLT034 ATP
For which of these aircraft is the 'clearway' for a particular runway considered in computing takeoff weight limitations?
A) U.S. certified air carrier airplanes certificated after August 29, 1959.
C) Those passenger-carrying transport aircraft certificated between August 26, 1957 and August 30, 1959.

162. PLT396 ATP
If a four-engine air carrier airplane is dispatched from an airport that is below landing minimums, what is the maximum distance that a departure alternate airport may be located from the departure airport?
A) Not more than 2 hours at normal cruise speed in still air with one engine inoperative.
B) Not more than 2 hours at cruise speed with one engine inoperative.
C) Not more than 1 hour at normal cruise speed in still air with one engine inoperative.

163. PLT459 ATP
The minimum weather conditions that must exist for a domestic air carrier flight to take off from an airport that is not listed in the Air Carrier's Operations Specifications (takeoff minimums are not prescribed for that airport.) is
A) 1,000 - 1, 900 - 11/4, or 800 - 2.
B) 1,000 - 1, 900 - 11/2, or 800 - 2.
C) 800 - 2, 1,100 - 1, or 900 - 11/2.

164. PLT449 ATP
If a flight crewmember completes a required annual flight check in December 2010 and the required annual recurrent flight check in January 2012, the latter check is considered to have been taken in
A) January 2011.
B) November 2010.
C) December 2011.

165. PLT449 ATP
A pilot in command must complete a proficiency check or simulator training within the preceding
A) 24 calendar months.
B) 6 calendar months.
C) 12 calendar months.

166. PLT442 ATP
What are the line check requirements for a domestic air carrier pilot in command under 60 years of age?
A) The line check is required only when the pilot is scheduled to fly into special areas and airports.
B) The line check is required every 12 calendar months in one of the types of airplanes to be flown.
C) The line check is required every 12 months in each type aircraft in which the pilot may fly.

167. PLT398 ATP
For flight planning, a Designated ETOPS Alternate Airport
A) for ETOPS up to 180 minutes, must have RFFS equivalent to that specified by ICAO Category 3, unless the airport’s RFFS can be augmented by local fire fighting assets within 45 minutes.

B) for ETOPS up to 180 minutes, must have RFFS equivalent to that specified by ICAO Category 4, unless the airport’s RFFS can be augmented by local fire fighting assets within 45 minutes.

C) for ETOPS up to 180 minutes, must have RFFS equivalent to that specified by ICAO Category 4, unless the airport’s RFFS can be augmented by local fire fighting assets within 30 minutes.

168. PLT389 ATP
Where is a list maintained for routes that require special navigation equipment?
B) Air Carrier’s Operations Specifications.

169. PLT438 ATP
What is the minimum number of acceptable oxygen-dispensing units for first-aid treatment of occupants who might require undiluted oxygen for physiological reasons?
A) Four.
B) Two.
C) Three.

170. PLT322 ATP
When an air carrier flight is operated under IFR or over-the-top on 'victor airways,' which navigation equipment is required to be installed in duplicate?
A) VOR and DME.
B) VOR.
C) ADF.

171. PLT429 ATP
When must an air carrier airplane be DME/suitable RNAV system equipped?
A) For flights at or above FL 180.
B) Whenever VOR navigation equipment is required.
C) In Class E airspace for all IFR or VFR on Top operations.

172. PLT322 ATP
When a pilot plans a flight using NDB NAVAIDS, which rule applies?
A) The airplane must have sufficient fuel to proceed, by means of 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.

173. PLT279 ATP
Which equipment requirement must be met by an air carrier that elects to use a dual Inertial Navigation System (INS) on a proposed flight?
A) Only one INS is required to be operative, if a Doppler Radar is substituted for the other INS.
B) The dual system must consist of two operative INS units.
C) A dual VORTAC/ILS system may be substituted for an inoperative INS.

174. PLT450 ATP
Normally, a dispatcher for domestic or flag operations should be scheduled for no more than
A) 10 hours of duty in any 24 consecutive hours.
B) 8 hours of service in any 24 consecutive hours.
C) 10 consecutive hours of duty.

175. PLT011 ATP
When computing the takeoff data for reciprocating powered airplanes, what is the percentage of the
reported headwind component that may be applied to the `still air` data?
A) Not more than 100 percent.
B) Not more than 50 percent.
C) Not more than 150 percent.

176. PLT447 ATP
When a facsimile replacement is received for an airman`s medical certificate, for what maximum time is
this document valid?
A) 30 days.
B) 90 days.
C) 60 days.

177. PLT463 ATP
How soon after the conviction for driving while intoxicated by alcohol or drugs shall it be reported to the
FAA, Civil Aviation Security Division?
A) No later than 60 days after the motor vehicle action.
B) No later than 30 working days after the motor vehicle action.
C) Required to be reported upon renewal of medical certificate.

178. PLT409 ATP
In a 24-hour consecutive period, what is the maximum time, excluding briefing and debriefing, that an
airline transport pilot may instruct other pilots in air transportation service?
A) 6 hours.
B) 10 hours.
C) 8 hours.

179. PLT405 ATP
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.
180. PLT429 ATP
When is DME or suitable RNAV required for an instrument flight?
A) Above 12,500 feet MSL.
B) In terminal radar service areas.
C) At or above 24,000 feet MSL if VOR navigational equipment is required.

181. PLT393 ATP
Which publication includes information on operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications Airspace?
A) 14 CFR Part 91.
B) 14 CFR Part 121.
C) ICAO Annex 1, Chapter 2.

182. PLT383 ATP
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.

183. PLT406 ATP
What action should be taken if one of the two VHF radios fail while IFR in controlled airspace?
A) Notify ATC immediately.
B) Monitor the VOR receiver.
C) Squawk 7600.

184. PLT277 ATP
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.

185. PLT420 ATP
What minimum ground visibility may be used instead of a prescribed visibility criteria of RVR 16 when that RVR value is not reported?
A) 1/4 SM.
B) 3/8 SM.
C) 3/4 SM.

186. PLT420 ATP
Which ground components are required to be operative for a Category II approach in addition to LOC, glideslope, marker beacons, and approach lights?
A) Radar, VOR, ADF, taxiway lead-off lights and RVR.
B) All of the required ground components.
C) RCLS and REIL.

187. PLT391 ATP
While in IFR conditions, a pilot experiences two-way radio communications failure. Which route should be flown in the absence of an ATC assigned route or a route ATC has advised to expect in a further clearance?
A) The most direct route to the filed alternate airport.
B) The route filed in the flight plan.
C) An off-airway route to the point of departure.

188. PLT463 ATP
A person may not act as a crewmember of a civil aircraft if alcoholic beverages have been consumed by that person within the preceding
A) 12 hours.
B) 24 hours.
C) 8 hours.

189. PLT367 ATP
Which operational requirement must be observed by a commercial operator when ferrying a large, three-engine, turbojet-powered airplane from one facility to another to repair an inoperative engine?
A) The existing and forecast weather for departure, en route, and approach must be VFR.
B) No passengers may be carried.
C) The computed takeoff distance to reach V1 must not exceed 70 percent of the effective runway length.

190. PLT462 ATP
A crewmember interphone system is required on which airplane?
A) A large airplane.
B) An airplane with more than 19 passenger seats.
C) A turbojet airplane.

191. PLT425 ATP
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.

192. PLT385 ATP
Which is a requirement governing the carriage of carry-on baggage?
A) All carry-on baggage must be restrained so that its movement is prevented during air turbulence.
B) Pieces of carry-on baggage weighing more than 10 pounds must be carried in an approved rack or bin.
C) Carry-on baggage must be stowed under the seat in front of the owner.

193. PLT428 ATP
You find one air data computer listed on the MEL list as inoperative leaving one ADC operative during your preflight logbook inspection. This means the flight
A) must fly non-RVSM flight levels above FL330.
B) can only fly between FL290 and 330 with a deviation from ATC.
C) must remain below FL290 unless dispatch obtains a deviation from ATC.

What period of time must a person be hospitalized before an injury may be defined by the NTSB as a 'serious injury'?
A) 48 hours; commencing within 7 days after date of the injury.
B) 72 hours; commencing within 10 days after date of injury.
C) 10 days, with no other extenuating circumstances.

What will be the wind and temperature trend for an SAT ELP TUS flight at 16,000 feet?
A) Temperature decrease slightly.
B) Wind direction shift from southwest to east.
C) Windspeed decrease.

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.

(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.

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) Light to moderate echoes; rain showers increasing in intensity.

200. PLT328 ATP
(Refer to Figure 438.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With an actual runway length of 6,400 feet with 8° flaps, a 1.1% downslope, a 200 foot clearway, and 4 knots of tailwind, the Reference A is
A) 2.12.
B) 2.02.
C) 1.94.

201. PLT328 ATP
(Refer to Figures 318 and 439.) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a reported temperature of 30°C with Packs On and Anti-Ice Off, the Reference B is
A) 28.2.
B) 29.8.
C) 30.7.

202. PLT328 ATP
(Refer to Figure 440 (All Engines).) (Note: Applicants may request a printed copy of the chart(s) or graph(s) for use while computing the answer. All printed pages must be returned to test proctor.) With a reference A of 3.00 and reference B of 28.5, the takeoff weight is limited to
A) 78,500 pounds.
B) 76,500 pounds.
C) 75,000 pounds.

203. PLT121 ATP
(Refer to appendix 2, figures 3, 6, 8, 9, 10, and 11.) What is the CG in inches from datum under Loading Conditions BE-1?
A) Station 290.3.
B) Station 291.8.
C) Station 285.8.

204. PLT021 ATP
(Refer to appendix 2, figure 44.) What is the new CG if the weight is removed from the forward
compartment under Loading Conditions WS 1?
A) 27.1 percent MAC.
B) 30.0 percent MAC.
C) 26.8 percent MAC.

206. PLT240 ATP
What are some characteristics of an airplane loaded with the CG at the aft limit?
A) Lowest stall speed, lowest cruise speed, and highest stability.
B) Highest stall speed, highest cruise speed, and least stability.
C) Lowest stall speed, highest cruise speed, and least stability.

207. PLT021 ATP
(Refer to appendix 2, figures 3, 6, 8, 9, 10, and 11.) What is the CG shift if the passengers in row 1 are moved to seats in row 9 under Loading Conditions BE-1?
A) 6.2 inches aft.
B) 1.5 inches aft.
C) 5.6 inches aft.

208. PLT240 ATP
An airplane loaded with the CG at the aft limit will
A) fly more efficiently.
B) be very unbalanced in lateral control forces.
C) feel heavy in the longitudinal axis.