

07/07/2008

Bank: (Sport Pilot Powered Parachute / Weight Shift)

Airman Knowledge Test Question Bank

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1. PLT204 PVT

When flying HAWK N666CB, the proper phraseology for initial contact with McAlester AFSS is

- A) 'MC ALESTER RADIO, HAWK SIX SIX SIX CHARLIE BRAVO, RECEIVING ARDMORE VORTAC, OVER.'
- B) 'MC ALESTER STATION, HAWK SIX SIX SIX CEE BEE, RECEIVING ARDMORE VORTAC, OVER.'
- C) 'MC ALESTER FLIGHT SERVICE STATION, HAWK NOVEMBER SIX CHARLIE BRAVO, RECEIVING ARDMORE VORTAC, OVER.'

2. PLT194 PVT

An ATC radar facility issues the following advisory to a pilot flying north in a calm wind:

`TRAFFIC 9 O`CLOCK, 2 MILES, SOUTHBOUND...`

Where should the pilot look for this traffic?

- A) South.
- B) North.
- C) West.

3. PLT124 PVT

(Refer to figure 8.) What is the effect of a temperature decrease and a pressure altitude increase on the density altitude from 90 °F and 1,250 feet pressure altitude to 55 °F and 1,750 feet pressure altitude?

- A) 1,300-foot decrease.
- B) 1,700-foot decrease.
- C) 1,700-foot increase.

4. PLT019 PVT

(Refer to figure 8.) Determine the pressure altitude with an indicated altitude of 1,380 feet MSL with an altimeter setting of 28.22 at standard temperature.

- A) 2,913 feet MSL.

B) 2,991 feet MSL.

C) 3,010 feet MSL.

5. PLT019 PVT

(Refer to figure 8.) Determine the pressure altitude at an airport that is 3,563 feet MSL with an altimeter setting of 29.96.

A) 3,527 feet MSL.

B) 3,556 feet MSL.

C) 3,639 feet MSL.

6. PLT402 PVT

When activated, an emergency locator transmitter (ELT) transmits on

A) 118.0 and 118.8 MHz.

B) 121.5 and 243.0 MHz.

C) 123.0 and 119.0 MHz.

7. PLT402 PVT

When must the battery in an emergency locator transmitter (ELT) be replaced (or recharged if the battery is rechargeable)?

A) After one-half the battery's useful life.

B) During each annual and 100-hour inspection.

C) Every 24 calendar months.

8. PLT402 PVT

When may an emergency locator transmitter (ELT) be tested?

A) Anytime.

B) At 15 and 45 minutes past the hour.

C) During the first 5 minutes after the hour.

9. PLT402 PVT

Which procedure is recommended to ensure that the emergency locator transmitter (ELT) has not been activated?

A) Turn off the aircraft ELT after landing.

B) Ask the airport tower if they are receiving an ELT signal.

C) Monitor 121.5 before engine shutdown.

10. PLT161 PVT

If Air Traffic Control advises that radar service is terminated when the pilot is departing Class C airspace, the transponder should be set to code

- A) 0000.
- B) 1200.
- C) 4096.

11. PLT166 PVT

If it is necessary to set the altimeter from 29.15 to 29.85, what change occurs?

- A) 70-foot increase in indicated altitude.
- B) 70-foot increase in density altitude.
- C) 700-foot increase in indicated altitude.

12. PLT023 PVT

What is true altitude?

- A) The vertical distance of the aircraft above sea level.
- B) The vertical distance of the aircraft above the surface.
- C) The height above the standard datum plane.

13. PLT343 PVT

What should be the first action after starting an aircraft engine?

- A) Adjust for proper RPM and check for desired indications on the engine gauges.
- B) Place the magneto or ignition switch momentarily in the OFF position to check for proper grounding.
- C) Test each brake and the parking brake.

14. PLT140 PVT

When should pilots decline a land and hold short (LAHSO) clearance?

- A) Pilots can not decline clearance.
- B) Only when the tower operator concurs.
- C) When it will compromise safety.

15. PLT140 PVT

Who should not participate in the Land and Hold Short Operations (LAHSO) program?

- A) Recreational pilots only.
- B) Student pilots.
- C) Military pilots.

16. PLT141 PVT

An airport's rotating beacon operated during daylight hours indicates

- A) there are obstructions on the airport.

- B) that weather at the airport located in Class D airspace is below basic VFR weather minimums.
C) the Air Traffic Control tower is not in operation.

17. PLT141 PVT

How can a military airport be identified at night?

- A) Alternate white and green light flashes.
B) Dual peaked (two quick) white flashes between green flashes.
C) White flashing lights with steady green at the same location.

18. PLT462 PVT

To set the high intensity runway lights on medium intensity, the pilot should click the microphone seven times, and then click it

- A) one time within four seconds.
B) three time within three seconds.
C) five times within five seconds.

19. PLT141 PVT

Airport taxiway edge lights are identified at night by

- A) white directional lights.
B) blue omnidirectional lights.
C) alternate red and green lights.

20. PLT141 PVT

The numbers 9 and 27 on a runway indicate that the runway is oriented approximately

- A) 009° and 027° true.
B) 090° and 270° true.
C) 090° and 270° magnetic.

21. PLT039 PVT

(Refer to figure 51.) The segmented circle indicates that a landing on Runway 26 will be with a

- A) right-quartering headwind.
B) left-quartering headwind.
C) right-quartering tailwind.

22. PLT039 PVT

(Refer to figure 51.) The traffic patterns indicated in the segmented circle have been arranged to avoid flights over an area to the

- A) south of the airport.

- B) north of the airport.
- C) southeast of the airport.

23. PLT039 PVT
(Refer to figure 51.) The segmented circle indicates that the airport traffic is

- A) left-hand for Runway 36 and right-hand for Runway 18.
- B) left-hand for Runway 18 and right-hand for Runway 36.
- C) right-hand for Runway 9 and left-hand for Runway 27.

24. PLT444 PVT
During the preflight inspection who is responsible for determining the aircraft is safe for flight?

- A) The pilot in command.
- B) The certificated mechanic who performed the annual inspection.
- C) The owner or operator.

25. PLT204 PVT
From whom should a departing VFR aircraft request radar traffic information during ground operations?

- A) Clearance delivery.
- B) Tower, just before takeoff.
- C) Ground control, on initial contact.

26. PLT509 PVT
When departing behind a heavy aircraft, the pilot should avoid wake turbulence by maneuvering the aircraft

- A) below and downwind from the heavy aircraft.
- B) above and upwind from the heavy aircraft.
- C) below and upwind from the heavy aircraft.

27. PLT509 PVT
When landing behind a large aircraft, the pilot should avoid wake turbulence by staying

- A) above the large aircraft's final approach path and landing beyond the large aircraft's touchdown point.
- B) below the large aircraft's final approach path and landing before the large aircraft's touchdown point.
- C) above the large aircraft's final approach path and landing before the large aircraft's touchdown point.

28. PLT509 PVT

The greatest vortex strength occurs when the generating aircraft is

- A) light, dirty, and fast.
- B) heavy, dirty, and fast.
- C) heavy, clean, and slow.

29. PLT509 PVT

When taking off or landing at an airport where heavy aircraft are operating, one should be particularly alert to the hazards of wingtip vortices because this turbulence tends to

- A) rise from a crossing runway into the takeoff or landing path.
- B) rise into the traffic pattern area surrounding the airport.
- C) sink into the flightpath of aircraft operating below the aircraft generating the turbulence.

30. PLT040 PVT

(Refer to figure 26, area 4.) The floor of Class B airspace overlying Hicks Airport (T67) north-northwest of Fort Worth Meacham Field is

- A) at the surface.
- B) 3,200 feet MSL.
- C) 4,000 feet MSL.

31. PLT040 PVT

(Refer to figure 26, area 2.) The floor of Class B airspace at Addison Airport is

- A) at the surface.
- B) 3,000 feet MSL.
- C) 3,100 feet MSL.

32. PLT161 PVT

Which initial action should a pilot take prior to entering Class C airspace?

- A) Contact approach control on the appropriate frequency.
- B) Contact the tower and request permission to enter.
- C) Contact the FSS for traffic advisories.

33. PLT161 PVT

Under what condition may an aircraft operate from a satellite airport within Class C airspace?

- A) The pilot must file a flight plan prior to departure.
- B) The pilot must monitor ATC until clear of the Class C airspace.
- C) The pilot must contact ATC as soon as practicable after takeoff.

34. PLT161 PVT

All operations within Class C airspace must be in

- A) accordance with instrument flight rules.
- B) compliance with ATC clearances and instructions.
- C) an aircraft equipped with a 4096-code transponder with Mode C encoding capability.

35. PLT161 PVT

The normal radius of the outer area of Class C airspace is

- A) 5 nautical miles.
- B) 15 nautical miles.
- C) 20 nautical miles.

36. PLT161 PVT

The vertical limit of Class C airspace above the primary airport is normally

- A) 1,200 feet AGL.
- B) 3,000 feet AGL.
- C) 4,000 feet AGL.

37. PLT161 PVT

(Refer to figure 24, area 3.) What is the floor of the Savannah Class C airspace at the shelf area (outer circle)?

- A) 1,300 feet AGL.
- B) 1,300 feet MSL.
- C) 1,700 feet MSL.

38. PLT161 PVT

The lateral dimensions of Class D airspace are based on

- A) the number of airports that lie within the Class D airspace.
- B) 5 statute miles from the geographical center of the primary airport.
- C) the instrument procedures for which the controlled airspace is established.

39. PLT162 PVT

When a control tower, located on an airport within Class D airspace, ceases operation for the day, what happens to the airspace designation?

- A) The airspace designation normally will not change.
- B) The airspace remains Class D airspace as long as a weather observer or automated weather system is available.
- C) The airspace reverts to Class E or a combination of Class E and G airspace during the hours the tower is not in operation.

40. PLT162 PVT

When a control tower, located on an airport within Class D airspace, ceases operation for the day, what happens to the airspace designation?

- A) The airspace designation normally will not change.
- B) The airspace remains Class D airspace as long as a weather observer or automated weather system is available.
- C) The airspace reverts to Class E or a combination of Class E and G airspace during the hours the tower is not in operation.

41. PLT064 PVT

(Refer to figure 23, area 3.) The vertical limits of that portion of Class E airspace designated as a Federal Airway over Magee Airport are

- A) 1,200 feet AGL to 17,999 feet MSL.
- B) 700 feet MSL to 12,500 feet MSL.
- C) 7,500 feet MSL to 17,999 feet MSL.

42. PLT370 PVT

An ATC clearance provides

- A) priority over all other traffic.
- B) adequate separation from all traffic.
- C) authorization to proceed under specified traffic conditions in controlled airspace.

43. PLT370 PVT

TRSA Service in the terminal radar program provides

- A) IFR separation (1,000 feet vertical and 3 miles lateral) between all aircraft.
- B) warning to pilots when their aircraft are in unsafe proximity to terrain, obstructions, or other aircraft.
- C) sequencing and separation for participating VFR aircraft.

44. PLT064 PVT

(Refer to figure 22, area 3.) What type military flight operations should a pilot expect along IR 644?

- A) IFR training flights above 1,500 feet AGL at speeds in excess of 250 knots.
- B) VFR training flights above 1,500 feet AGL at speeds less than 250 knots.
- C) Instrument training flights below 1,500 feet AGL at speeds in excess of 150 knots.

45. PLT194 PVT

An ATC radar facility issues the following advisory to a pilot flying on a heading of 090°:

'TRAFFIC 3 O'CLOCK, 2 MILES, WESTBOUND...'

Where should the pilot look for this traffic?

- A) East.
- B) South.
- C) West.

46. PLT444 PVT

Responsibility for collision avoidance in an alert area rests with

- A) the controlling agency.
- B) all pilots.
- C) Air Traffic Control.

47. PLT393 PVT

What action should a pilot take when operating under VFR in a Military Operations Area (MOA)?

- A) Obtain a clearance from the controlling agency prior to entering the MOA.
- B) Operate only on the airways that transverse the MOA.
- C) Exercise extreme caution when military activity is being conducted.

48. PLT393 PVT

(Refer to figure 27, area 2.) What hazards to aircraft may exist in areas, such as Devils Lake East MOA?

- A) Unusual, often invisible, hazards to aircraft, such as artillery firing, aerial gunnery, or guided missiles.
- B) Military training activities that necessitate acrobatic or abrupt flight maneuvers.
- C) High volume of pilot training or an unusual type of aerial activity.

49. PLT393 PVT

Under what condition, if any, may pilots fly through a restricted area?

- A) When flying on airways with an ATC clearance.
- B) With the controlling agency's authorization.
- C) Regulations do not allow this.

50. PLT376 PVT

(Refer to figure 27, area 3.) When flying over Arrowwood National Wildlife Refuge, a pilot should fly no lower than

- A) 2,000 feet AGL.
- B) 2,500 feet AGL.
- C) 3,000 feet AGL.

51. PLT150 PVT

Prior to entering an Airport Advisory Area, a pilot should

- A) monitor ATIS for weather and traffic advisories.
- B) contact approach control for vectors to the traffic pattern.
- C) contact the local FSS for airport and traffic advisories.

52. PLT161 PVT

(Refer to figure 27, area 1.) Identify the airspace over Lowe Airport.

- A) Class G airspace - surface up to but not including 18,000 feet MSL.
- B) Class G airspace - surface up to but not including 700 feet MSL, Class E airspace - 700 feet to 14,500 feet MSL.
- C) Class G airspace - surface up to but not including 1,200 feet AGL, Class E airspace - 1,200 feet AGL up to but not including 18,000 feet MSL.

53. PLT119 PVT

During a night flight, you observe a steady white light and a flashing red light ahead and at the same altitude. What is the general direction of movement of the other aircraft?

- A) The other aircraft is flying away from you.
- B) The other aircraft is crossing to the left.
- C) The other aircraft is crossing to the right.

54. PLT194 PVT

How can you determine if another aircraft is on a collision course with your aircraft?

- A) The nose of each aircraft is pointed at the same point in space.
- B) The other aircraft will always appear to get larger and closer at a rapid rate.
- C) There will be no apparent relative motion between your aircraft and the other aircraft.

55. PLT194 PVT

Prior to starting each maneuver, pilots should

- A) check altitude, airspeed, and heading indications.
- B) visually scan the entire area for collision avoidance.
- C) announce their intentions on the nearest CTAF.

56. PLT194 PVT

Most midair collision accidents occur during

- A) hazy days.
- B) clear days.
- C) cloudy nights.

57. PLT044 PVT

When an air traffic controller issues radar traffic information in relation to the 12-hour clock, the reference the controller uses is the aircraft's

- A) true course.
- B) ground track.
- C) magnetic heading.

58. PLT170 PVT

To minimize the side loads placed on the landing gear during touchdown, the pilot should keep the

- A) direction of motion of the aircraft parallel to the runway.
- B) longitudinal axis of the aircraft parallel to the direction of its motion.
- C) downwind wing lowered sufficiently to eliminate the tendency for the aircraft to drift.

59. PLT219 PVT

Select the four flight fundamentals involved in maneuvering an aircraft.

- A) Aircraft power, pitch, bank, and trim.
- B) Starting, taxiing, takeoff, and landing.
- C) Straight-and-level flight, turns, climbs, and descents.

60. PLT219 PVT

(Refer to figure 63.) In flying the rectangular course, when would the aircraft be turned less than 90°?

- A) Corners 1 and 4.
- B) Corners 1 and 2.
- C) Corners 2 and 4.

61. PLT219 PVT

(Refer to figure provided.) While practicing S-turns, a consistently smaller half-circle is made on one side of the road than on the other, and this turn is not completed before crossing the road or reference line. This would most likely occur in turn

- A) 1-2-3 because the bank is decreased too rapidly during the latter part of the turn.
- B) 4-5-6 because the bank is increased too rapidly during the early part of the turn.
- C) 4-5-6 because the bank is increased too slowly during the latter part of the turn.

62. PLT099 PVT

The most effective method of scanning for other aircraft for collision avoidance during nighttime hours is to use

- A) regularly spaced concentration on the 3-, 9-, and 12-o'clock positions.
- B) a series of short, regularly spaced eye movements to search each 30-degree sector.
- C) peripheral vision by scanning small sectors and utilizing offcenter viewing.

63. PLT125 PVT

What procedure is recommended when climbing or descending VFR on an airway?

- A) Execute gentle banks, left and right for continuous visual scanning of the airspace.
- B) Advise the nearest FSS of the altitude changes.
- C) Fly away from the centerline of the airway before changing altitude.

64. PLT509 PVT

Wingtip vortices are created only when an aircraft is

- A) operating at high airspeeds.
- B) heavily loaded.
- C) developing lift.

65. PLT509 PVT

The wind condition that requires maximum caution when avoiding wake turbulence on landing is a

- A) light, quartering headwind.
- B) light, quartering tailwind.
- C) strong headwind.

66. PLT103 PVT

In the aeronautical decision making (ADM) process, what is the first step in neutralizing a hazardous attitude?

- A) Making a rational judgement.
- B) Recognizing hazardous thoughts.
- C) Recognizing the invulnerability of the situation.

67. PLT271 PVT

Risk management, as part of the aeronautical decision making (ADM) process, relies on which features to reduce the risks associated with each flight?

- A) Application of stress management and risk element procedures.
- B) Situational awareness, problem recognition, and good judgment.
- C) The mental process of analyzing all information in a particular situation and making a timely decision on what action to take.

68. PLT097 PVT

Susceptibility to carbon monoxide poisoning increases as

- A) altitude increases.
- B) altitude decreases.
- C) air pressure increases.

69. PLT330 PVT

Which statement best defines hypoxia?

- A) A state of oxygen deficiency in the body.
- B) An abnormal increase in the volume of air breathed.
- C) A condition of gas bubble formation around the joints or muscles.

70. PLT332 PVT

When a stressful situation is encountered in flight, an abnormal increase in the volume of air breathed in and out can cause a condition known as

- A) hyperventilation.
- B) aerosinusitis.
- C) aerotitis.

71. PLT194 PVT

Which technique should a pilot use to scan for traffic to the right and left during straight-and-level flight?

- A) Systematically focus on different segments of the sky for short intervals.
- B) Concentrate on relative movement detected in the peripheral vision area.
- C) Continuous sweeping of the windshield from right to left.

72. PLT194 PVT

How can you determine if another aircraft is on a collision course with your aircraft?

- A) The other aircraft will always appear to get larger and closer at a rapid rate.
- B) The nose of each aircraft is pointed at the same point in space.
- C) There will be no apparent relative motion between your aircraft and the other aircraft.

73. PLT334 PVT

Pilots are more subject to spatial disorientation if

- A) they ignore the sensations of muscles and inner ear.
- B) visual cues are taken away, as they are in instrument meteorological conditions (IMC).
- C) eyes are moved often in the process of cross-checking the flight instruments.

74. PLT064 PVT

Pilots flying over a national wildlife refuge are requested to fly no lower than

- A) 1,000 feet AGL.
- B) 2,000 feet AGL.
- C) 3,000 feet AGL.

75. PLT064 PVT

(Refer to figure 21, area 2.) The elevation of the Chesapeake Regional Airport is

- A) 20 feet.
- B) 36 feet.
- C) 360 feet.

76. PLT064 PVT

(Refer to figure 21, area 2.) The flag symbol at Lake Drummond represents a

- A) compulsory reporting point for Norfolk Class C airspace.
- B) compulsory reporting point for Hampton Roads Airport.
- C) visual checkpoint used to identify position for initial callup to Norfolk Approach Control.

77. PLT101 PVT

(Refer to figure 26, area 7.) The airspace overlying Mc Kinney (TKI) is controlled from the surface to

- A) 700 feet AGL.
- B) 2,900 feet MSL.
- C) 2,500 feet MSL.

78. PLT012 PVT

(Refer to figure 28.) An aircraft departs an airport in the central standard time zone at 0930 CST for a 2-hour flight to an airport located in the mountain standard time zone. The landing should be at what time?

- A) 0930 MST.
- B) 1030 MST.
- C) 1130 MST.

79. PLT012 PVT

(Refer to figure 23.) Determine the magnetic heading for a flight from Sandpoint Airport (area 1) to St. Maries Airport (area 4). The wind is from 215° at 25 knots, and the true airspeed is 125 knots.

- A) 187°.
- B) 169°.
- C) 349°.

80. PLT012 PVT

(Refer to figure 28.) An aircraft departs an airport in the central standard time zone at 0845 CST for a 2-hour flight to an airport located in the mountain standard time zone. The landing should be at what coordinated universal time?

- A) 1345Z.
- B) 1445Z.

C) 1645Z.

81. PLT012 PVT

(Refer to figure 25). Determine the magnetic course from Airpark East Airport (area 1) to Winnsboro Airport (area 2). Magnetic variation is $6^{\circ}30'E$.

- A) 075° .
- B) 082° .
- C) 091° .

82. PLT012 PVT

(Refer to figure 25.) Estimate the time en route from Majors Airport (area 1) to Winnsboro Airport (area 2). The wind is from 340° at 12 knots and the true airspeed is 36 knots.

- A) 55 minutes.
- B) 59 minutes.
- C) 63 minutes.

83. PLT012 PVT

(Refer to figure 28.) An aircraft departs an airport in the mountain standard time zone at 1515 MST for a 2-hour 30-minute flight to an airport located in the Pacific standard time zone. What is the estimated time of arrival at the destination airport?

- A) 1645 PST.
- B) 1745 PST.
- C) 1845 PST.

84. PLT064 PVT

(Refer to figure 21.) Determine the magnetic course from First Flight Airport (area 5) to Hampton Roads Airport (area 2).

- A) 141° .
- B) 321° .
- C) 331° .

85. PLT012 PVT

(Refer to figure 27.) Determine the magnetic course from Breckheimer (Pvt) Airport (area 1) to Jamestown Airport (area 4).

- A) 180° .
- B) 188° .
- C) 360° .

86. PLT455 PVT

(Refer to figure 52.) What information should be entered in block 12 for a VFR day flight?

- A) The estimated time en route plus 30 minutes.
- B) The estimated time en route plus 45 minutes.
- C) The amount of usable fuel on board expressed in time.

87. PLT455 PVT

(Refer to figure 52.) If more than one cruising altitude is intended, which should be entered in block 7 of the flight plan?

- A) Initial cruising altitude.
- B) Highest cruising altitude.
- C) Lowest cruising altitude.

88. PLT455 PVT

(Refer to figure 52.) What information should be entered in block 9 for a VFR day flight?

- A) The name of the airport of first intended landing.
- B) The name of destination airport if no stopover for more than 1 hour is anticipated.
- C) The name of the airport where the aircraft is based.

89. PLT116 PVT

FAA advisory circulars containing subject matter specifically related to Air Traffic Control and General Operations are issued under which subject number?

- A) 60.
- B) 70.
- C) 90.

90. PLT101 PVT

Which is true concerning the blue and magenta colors used to depict airports on Sectional Aeronautical Charts?

- A) Airports with control towers underlying Class A, B, and C airspace are shown in blue, Class D and E airspace are magenta.
- B) Airports with control towers underlying Class C, D, and E airspace are shown in magenta.
- C) Airports with control towers underlying Class B, C, D, and E airspace are shown in blue.

91. PLT161 PVT

Airspace at an airport with a part-time control tower is classified as Class D airspace only

- A) when the weather minimums are below basic VFR.
- B) when the associated control tower is in operation.
- C) when the associated Flight Service Station is in operation.

92. PLT371 PVT

With respect to the certification of aircraft, which is a category of aircraft?

- A) Normal, utility, acrobatic.
- B) Airplane, rotorcraft, glider.
- C) Landplane, seaplane.

93. PLT371 PVT

With respect to the certification of airmen, which is a class of aircraft?

- A) Airplane, rotorcraft, glider, lighter-than-air.
- B) Single-engine land and sea, multiengine land and sea.
- C) Lighter-than-air, airship, hot air balloon, gas balloon.

94. PLT463 PVT

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.

95. PLT442 PVT

If a recreational or private pilot had a flight review on August 8, this year, when is the next flight review required?

- A) August 8, next year.
- B) August 31, 1 year later.
- C) August 31, 2 years later.

96. PLT399 PVT

Each person who holds a pilot certificate or a medical certificate shall present it for inspection upon the request of the Administrator, the National Transportation Safety Board, or any

- A) authorized representative of the Department of Transportation.
- B) person in a position of authority.
- C) federal, state, or local law enforcement officer.

97. PLT442 PVT

If recency of experience requirements for night flight are not met and official sunset is 1830, the latest time passengers may be carried is

- A) 1829.
- B) 1859.
- C) 1929.

98. PLT411 PVT

To act as pilot in command of an aircraft carrying passengers, the pilot must have made at least three takeoffs and three landings in an aircraft of the same category, class, and if a type rating is required, of the same type, within the preceding

- A) 90 days.
- B) 12 calendar months.
- C) 24 calendar months.

99. PLT442 PVT

Each recreational or private pilot is required to have

- A) a biennial flight review.
- B) an annual flight review.
- C) a semiannual flight review.

100. PLT161 PVT

Unless otherwise specified, Federal Airways include that Class E airspace extending upward from

- A) 700 feet above the surface up to and including 17,999 feet MSL.
- B) 1,200 feet above the surface up to and including 17,999 feet MSL.
- C) the surface up to and including 18,000 feet MSL.

101. PLT400 PVT

Where may an aircraft's operating limitations be found if the aircraft has an Experimental or Special light-sport airworthiness certificate?

- A) Attached to the Airworthiness Certificate.
- B) In the current, FAA-approved flight manual.
- C) In the aircraft airframe and engine logbooks.

102. PLT374 PVT

The responsibility for ensuring that maintenance personnel make the appropriate entries in the aircraft maintenance records indicating the aircraft has been approved for return to service lies with the

- A) owner or operator.
- B) pilot in command.
- C) mechanic who performed the work.

103. PLT201 PVT

Which is the correct traffic pattern departure procedure to use at a noncontrolled airport?

- A) Depart in any direction consistent with safety, after crossing the airport boundary.

- B) Make all turns to the left.
- C) Comply with any FAA traffic pattern established for the airport.

104. PLT161 PVT

What minimum pilot certification is required for operation within Class B airspace?

- A) Recreational Pilot Certificate.
- B) Private Pilot Certificate or Student Pilot Certificate with appropriate logbook endorsements.
- C) Private Pilot Certificate with an instrument rating.

105. PLT163 PVT

Outside controlled airspace, the minimum flight visibility requirement for VFR flight above 1,200 feet AGL and below 10,000 feet MSL during daylight hours is

- A) 1 mile.
- B) 3 miles.
- C) 5 miles.

106. PLT383 PVT

Unless otherwise specifically authorized, no person may operate an aircraft that has an experimental certificate

- A) beneath the floor of Class B airspace.
- B) over a densely populated area or in a congested airway.
- C) from the primary airport within Class D airspace.

107. PLT374 PVT

The responsibility for ensuring that an aircraft is maintained in an airworthy condition is primarily that of the

- A) pilot in command.
- B) owner or operator.
- C) mechanic who performs the work.

108. PLT463 PVT

Under what condition, if any, may a pilot allow a person who is obviously under the influence of drugs to be carried aboard an aircraft?

- A) In an emergency or if the person is a medical patient under proper care.
- B) Only if the person does not have access to the cockpit or pilot's compartment.
- C) Under no condition.

109. PLT463 PVT

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) 8 hours.
- B) 12 hours.
- C) 24 hours.

110. PLT163 PVT

Normal VFR operations in Class D airspace with an operating control tower require the ceiling and visibility to be at least

- A) 1,000 feet and 1 mile.
- B) 1,000 feet and 3 miles.
- C) 2,500 feet and 3 miles.

111. PLT141 PVT

A steady green light signal directed from the control tower to an aircraft in flight is a signal that the pilot

- A) is cleared to land.
- B) should give way to other aircraft and continue circling.
- C) should return for landing.

112. PLT372 PVT

An aircraft's annual condition inspection was performed on July 12, this year. The next annual inspection will be due no later than

- A) July 1, next year.
- B) July 13, next year.
- C) July 31, next year.

113. PLT430 PVT

Except when necessary for takeoff or landing, what is the minimum safe altitude for a pilot to operate an aircraft anywhere?

- A) An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- B) An altitude of 500 feet above the surface and no closer than 500 feet to any person, vessel, vehicle, or structure.
- C) An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.

114. PLT440 PVT

When must a pilot who deviates from a regulation during an emergency send a written report of that deviation to the Administrator?

- A) Within 7 days.
- B) Within 10 days.
- C) Upon request.

115. PLT445 PVT

Preflight action, as required for all flights away from the vicinity of an airport, shall include

- A) the designation of an alternate airport.
- B) a study of arrival procedures at airports/ heliports of intended use.
- C) an alternate course of action if the flight cannot be completed as planned.

116. PLT414 PVT

Which aircraft has the right-of-way over all other air traffic?

- A) A balloon.
- B) An aircraft in distress.
- C) An aircraft on final approach to land.

117. PLT366 PVT

May aircraft wreckage be moved prior to the time the NTSB takes custody?

- A) Yes, but only if moved by a federal, state, or local law enforcement officer.
- B) Yes, but only to protect the wreckage from further damage.
- C) No, it may not be moved under any circumstances.

118. PLT290 PVT

What information is contained in a CONVECTIVE SIGMET?

- A) Tornadoes, embedded thunderstorms, and hail 3/4 inch or greater in diameter.
- B) Severe icing, severe turbulence, or widespread dust storms lowering visibility to less than 3 miles.
- C) Surface winds greater than 40 knots or thunderstorms equal to or greater than video integrator processor (VIP) level 4.

119. PLT290 PVT

AIRMETs are advisories of significant weather phenomena but of lower intensities than Sigmets and are intended for dissemination to

- A) only IFR pilots.
- B) only VFR pilots.
- C) all pilots.

120. PLT514 PVT

When requesting weather information for the following morning, a pilot should request

- A) an outlook briefing.
- B) a standard briefing.
- C) an abbreviated briefing.

121. PLT284 PVT

When the term 'light and variable' is used in reference to a Winds Aloft Forecast, the coded group and windspeed is

- A) 0000 and less than 7 knots.
- B) 9900 and less than 5 knots.
- C) 9999 and less than 10 knots.

122. PLT284 PVT

What values are used for Winds Aloft Forecasts?

- A) Magnetic direction and knots.
- B) Magnetic direction and miles per hour.
- C) True direction and knots.

123. PLT076 PVT

(Refer to figure 17.) What wind is forecast for STL at 9,000 feet?

- A) 230° true at 32 knots.
- B) 230° true at 25 knots.
- C) 230° magnetic at 25 knots.

124. PLT059 PVT

(Refer to figure 12.) What are the current conditions depicted for Chicago Midway Airport (KMDW)?

- A) Sky 700 feet overcast, visibility 1-1/2SM, rain.
- B) Sky 7000 feet overcast, visibility 1-1/2SM, heavy rain.
- C) Sky 700 feet overcast, visibility 11, occasionally 2SM, with rain.

125. PLT514 PVT

When telephoning a weather briefing facility for preflight weather information, pilots should state

- A) the aircraft identification or the pilot's name.
- B) true airspeed.
- C) fuel on board.

126. PLT061 PVT

(Refer to figure 14.) The intensity of the turbulence reported at a specific altitude is

- A) moderate at 5,500 feet and at 7,200 feet.

B) moderate from 5,500 feet to 7,200 feet.

C) light from 5,500 feet to 7,200 feet.

127. PLT061 PVT

(Refer to figure 14.) The base and tops of the overcast layer reported by a pilot are

A) 1,800 feet MSL and 5,500 feet MSL.

B) 5,500 feet AGL and 7,200 feet MSL.

C) 7,200 feet MSL and 8,900 feet MSL.

128. PLT061 PVT

(Refer to figure 14.) The intensity and type of icing reported by a pilot is

A) light to moderate.

B) light to moderate clear.

C) light to moderate rime.

129. PLT072 PVT

(Refer to figure 15.) In the TAF from KOKC, the 'FM (FROM) Group' is forecast for the hours from 1600Z to 2200Z with the wind from

A) 180° at 10 knots.

B) 160° at 10 knots.

C) 180° at 10 knots, becoming 200° at 13 knots.

130. PLT072 PVT

(Refer to figure 15.) During the time period from 0600Z to 0800Z, what visibility is forecast for KOKC?

A) Greater than 6 statute miles.

B) Possibly 6 statute miles.

C) Not forecasted.

131. PLT445 PVT

What should pilots state initially when telephoning a weather briefing facility for preflight weather information?

A) Tell the number of occupants on board.

B) Identify themselves as pilots.

C) State their total flight time.

132. PLT514 PVT

Which type weather briefing should a pilot request, when departing within the hour, if no preliminary weather information has been received?

- A) Outlook briefing.
- B) Abbreviated briefing.
- C) Standard briefing.

133. PLT353 PVT

(Refer to figure 19, area D.) What is the direction and speed of movement of the cell?

- A) North at 17 knots.
- B) North at 17 MPH.
- C) South at 17 knots.

134. PLT353 PVT

What information is provided by the Radar Summary Chart that is not shown on other weather charts?

- A) Lines and cells of hazardous thunderstorms.
- B) Ceilings and precipitation between reporting stations.
- C) Types of clouds between reporting stations.

135. PLT068 PVT

(Refer to figure 20.) Interpret the weather symbol depicted in Utah on the 12-hour Significant Weather Prognostic Chart.

- A) Moderate turbulence, surface to 18,000 feet.
- B) Thunderstorm tops at 18,000 feet.
- C) Base of clear air turbulence, 18,000 feet.

136. PLT068 PVT

(Refer to figure 20.) What weather is forecast for the Florida area just ahead of the stationary front during the first 12 hours?

- A) Ceiling 1,000 to 3,000 feet and/or visibility 3 to 5 miles with continuous precipitation.
- B) Ceiling 1,000 to 3,000 feet and/or visibility 3 to 5 miles with intermittent precipitation.
- C) Ceiling less than 1,000 feet and/or visibility less than 3 miles with continuous precipitation.

137. PLT075 PVT

(Refer to figure 18.) The marginal weather in central Kentucky is due to low

- A) ceiling.
- B) visibility.
- C) ceiling and visibility.

138. PLT289 PVT

(Refer to figure 18.) Of what value is the Weather Depiction Chart to the pilot?

- A) For determining general weather conditions on which to base flight planning.
- B) For a forecast of cloud coverage, visibilities, and frontal activity.
- C) For determining frontal trends and air mass characteristics.

139. PLT290 PVT

What is indicated when a current CONVECTIVE SIGMET forecasts thunderstorms?

- A) Moderate thunderstorms covering 30 percent of the area.
- B) Moderate or severe turbulence.
- C) Thunderstorms obscured by massive cloud layers.

140. PLT192 PVT

The suffix 'nimbus,' used in naming clouds, means

- A) a cloud with extensive vertical development.
- B) a rain cloud.
- C) a middle cloud containing ice pellets.

141. PLT192 PVT

An almond or lens-shaped cloud which appears stationary, but which may contain winds of 50 knots or more, is referred to as

- A) an inactive frontal cloud.
- B) a funnel cloud.
- C) a lenticular cloud.

142. PLT192 PVT

What clouds have the greatest turbulence?

- A) Towering cumulus.
- B) Cumulonimbus.
- C) Nimbostratus.

143. PLT226 PVT

In which situation is advection fog most likely to form?

- A) A warm, moist air mass on the windward side of mountains.
- B) An air mass moving inland from the coast in winter.
- C) A light breeze blowing colder air out to sea.

144. PLT226 PVT

What types of fog depend upon wind in order to exist?

- A) Radiation fog and ice fog.

- B) Steam fog and ground fog.
- C) Advection fog and upslope fog.

145. PLT511 PVT

One weather phenomenon which will always occur when flying across a front is a change in the

- A) wind direction.
- B) type of precipitation.
- C) stability of the air mass.

146. PLT274 PVT

One in-flight condition necessary for structural icing to form is

- A) small temperature/dewpoint spread.
- B) stratiform clouds.
- C) visible moisture.

147. PLT512 PVT

Clouds, fog, or dew will always form when

- A) water vapor condenses.
- B) water vapor is present.
- C) relative humidity reaches 100 percent.

148. PLT512 PVT

What is the approximate base of the cumulus clouds if the surface air temperature at 1,000 feet MSL is 70 °F and the dewpoint is 48 °F?

- A) 4,000 feet MSL.
- B) 5,000 feet MSL.
- C) 6,000 feet MSL.

149. PLT301 PVT

Which weather conditions should be expected beneath a low-level temperature inversion layer when the relative humidity is high?

- A) Smooth air, poor visibility, fog, haze, or low clouds.
- B) Light wind shear, poor visibility, haze, and light rain.
- C) Turbulent air, poor visibility, fog, low stratus type clouds, and showery precipitation.

150. PLT328 PVT

Which items are included in the empty weight of an aircraft?

- A) Unusable fuel and undrainable oil.

B) Only the airframe, powerplant, and optional equipment.

C) Full fuel tanks and engine oil to capacity.

151. PLT021 PVT

(Refer to figure 62.) If 50 pounds of weight is located at point X and 100 pounds at point Z, how much weight must be located at point Y to balance the plank?

A) 30 pounds.

B) 50 pounds.

C) 300 pounds.

152. PLT092 PVT

(Refer to figure 61.) How should the 500-pound weight be shifted to balance the plank on the fulcrum?

A) 1 inch to the left.

B) 1 inch to the right.

C) 4.5 inches to the right.

153. PLT312 PVT

During an approach to a stall, an increased load factor will cause the aircraft to

A) stall at a higher airspeed.

B) have a tendency to spin.

C) be more difficult to control.

154. PLT168 PVT

The angle between the chord line of an airfoil and the relative wind is known as the angle of

A) lift.

B) attack.

C) incidence.

155. PLT025 PVT

Which statement relates to Bernoulli's principle?

A) For every action there is an equal and opposite reaction.

B) An additional upward force is generated as the lower surface of the wing deflects air downward.

C) Air traveling faster over the curved upper surface of an airfoil causes lower pressure on the top surface.

156. PLT214 PVT

Changes in the center of pressure of a wing affect the aircraft's

A) lift/drag ratio.

- B) lifting capacity.
- C) aerodynamic balance and controllability.

157. PLT019 PVT

(Refer to figure 8.) Determine the pressure altitude at an airport that is 1,386 feet MSL with an altimeter setting of 29.97.

- A) 1,341 feet MSL.
- B) 1,451 feet MSL.
- C) 1,562 feet MSL.

158. PLT208 PVT

An electrical system failure (battery and alternator) occurs during flight. In this situation, you would

- A) experience avionics equipment failure.
- B) probably experience failure of the engine ignition system, fuel gauges, aircraft lighting system, and avionics equipment.
- C) probably experience engine failure due to the loss of the engine-driven fuel pump and also experience failure of the radio equipment, lights, and all instruments that require alternating current.

159. PLT215 PVT

In the Northern Hemisphere, a magnetic compass will normally indicate a turn toward the north if

- A) a left turn is entered from a west heading.
- B) an aircraft is decelerated while on an east or west heading.
- C) an aircraft is accelerated while on an east or west heading.

160. PLT215 PVT

What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a south heading in the Northern Hemisphere?

- A) The compass will initially indicate a turn to the left.
- B) The compass will indicate a turn to the right, but at a faster rate than is actually occurring.
- C) The compass will remain on south for a short time, then gradually catch up to the magnetic heading of the airplane.

161. PLT253 PVT

To properly purge water from the fuel system of an aircraft equipped with fuel tank sumps and a fuel strainer quick drain, it is necessary to drain fuel from the

- A) fuel strainer drain.
- B) lowest point in the fuel system.
- C) fuel strainer drain and the fuel tank sumps.

162. PLT435 PVT

As standard operating practice, all inbound traffic to an airport without a control tower should continuously monitor the appropriate facility from a distance of

- A) 25 miles.
- B) 20 miles.
- C) 10 miles.

163. PLT147 PVT

(Refer to figure 48.) Illustration A indicates that the aircraft is

- A) below the glide slope.
- B) on the glide slope.
- C) above the glide slope.

164. PLT141 PVT

What is the purpose of the runway/runway hold position sign?

- A) Denotes entrance to runway from a taxiway.
- B) Denotes area protected for an aircraft approaching or departing a runway.
- C) Denotes intersecting runways.

165. PLT141 PVT

The numbers 8 and 26 on the approach ends of the runway indicate that the runway is orientated approximately

- A) 008° and 026° true.
- B) 080° and 260° true.
- C) 080° and 260° magnetic.

166. PLT141 PVT

What does the outbound destination sign identify?

- A) Identifies entrance to the runway from a taxiway.
- B) Identifies direction to take-off runways.
- C) Identifies runway on which an aircraft is located.

167. PLT141 PVT

When approaching taxiway holding lines from the side with the continuous lines, the pilot

- A) may continue taxiing.
- B) should not cross the lines without ATC clearance.
- C) should continue taxiing until all parts of the aircraft have crossed the lines.

168. PLT141 PVT

When approaching taxiway holding lines from the side with the continuous lines, the pilot

- A) may continue taxiing.
- B) should not cross the lines without ATC clearance.
- C) should continue taxiing until all parts of the aircraft have crossed the lines.

169. PLT077 PVT

(Refer to figure 50.) If the wind is as shown by the landing direction indicator, the pilot should land on

- A) Runway 18 and expect a crosswind from the right.
- B) Runway 22 directly into the wind.
- C) Runway 36 and expect a crosswind from the right.

170. PLT196 PVT

Absence of the sky condition and visibility on an ATIS broadcast indicates that

- A) weather conditions are at or above VFR minimums.
- B) the sky condition is clear and visibility is unrestricted.
- C) the ceiling is at least 5,000 feet and visibility is 5 miles or more.

171. PLT502 PVT

If instructed by ground control to taxi to Runway 9, the pilot may proceed

- A) via taxiways and across runways to, but not onto, Runway 9.
- B) to the next intersecting runway where further clearance is required.
- C) via taxiways and across runways to Runway 9, where an immediate takeoff may be made.

172. PLT044 PVT

After landing at a tower-controlled airport, when should the pilot contact ground control?

- A) When advised by the tower to do so.
- B) Prior to turning off the runway.
- C) After reaching a taxiway that leads directly to the parking area.

173. PLT150 PVT

The recommended entry position to an airport traffic pattern is

- A) 45° to the base leg just below traffic pattern altitude.
- B) to enter 45° at the midpoint of the downwind leg at traffic pattern altitude.
- C) to cross directly over the airport at traffic pattern altitude and join the downwind leg.

174. PLT509 PVT

How does the wake turbulence vortex circulate around each wingtip?

- A) Inward, upward, and around each tip.
- B) Inward, upward, and counterclockwise.
- C) Outward, upward, and around each tip.

175. PLT393 PVT

Flight through a restricted area should not be accomplished unless the pilot has

- A) filed an IFR flight plan.
- B) received prior authorization from the controlling agency.
- C) received prior permission from the commanding officer of the nearest military base.

176. PLT161 PVT

With certain exceptions, Class E airspace extends upward from either 700 feet or 1,200 feet AGL to, but does not include,

- A) 10,000 feet MSL.
- B) 14,500 feet MSL.
- C) 18,000 feet MSL.

177. PLT123 PVT

After takeoff, which airspeed would the pilot use to gain the most altitude in a given period of time?

- A) V_Y
- B) V_X
- C) V_A

178. PLT194 PVT

Most midair collision accidents occur during

- A) hazy days.
- B) clear days.
- C) cloudy nights.

179. PLT208 PVT

If an emergency situation requires a downwind landing, pilots should expect a faster

- A) airspeed at touchdown, a longer ground roll, and better control throughout the landing roll.
- B) groundspeed at touchdown, a longer ground roll, and the likelihood of overshooting the desired touchdown point.
- C) groundspeed at touchdown, a shorter ground roll, and the likelihood of undershooting the desired touchdown point.

180. PLT012 PVT
How far will an aircraft travel in 2-1/2 minutes with a groundspeed of 98 knots?
A) 2.45 NM.
B) 3.35 NM.
C) 4.08 NM.

181. PLT012 PVT
How far will an aircraft travel in 2-1/2 minutes with a groundspeed of 98 knots?
A) 2.45 NM.
B) 3.35 NM.
C) 4.08 NM.

182. PLT012 PVT
On a cross-country flight, point A is crossed at 1500 hours and the plan is to reach point B at 1530 hours. Use the following information to determine the indicated airspeed required to reach point B on schedule.

Distance between A and B	70 NM
Forecast wind	310° at 15 kts
Pressure altitude	8,000 ft
Ambient temperature	-10 °C
True course	270°

The required indicated airspeed would be approximately

A) 126 knots.
B) 137 knots.
C) 152 knots.

183. PLT012 PVT
If a true heading of 135° results in a ground track of 130° and a true airspeed of 135 knots results in a groundspeed of 140 knots, the wind would be from

A) 019° and 12 knots.
B) 200° and 13 knots.
C) 246° and 13 knots.

184. PLT064 PVT
(Refer to figure 22.) On what frequency can a pilot receive Hazardous Inflight Weather Advisory Service (HIWAS) in the vicinity of area 1?
A) 117.1 MHz.
B) 118.0 MHz.

C) 122.0 MHz.

185. PLT320 PVT

The angular difference between true north and magnetic north is

- A) magnetic deviation.
- B) magnetic variation.
- C) compass acceleration error.

186. PLT198 PVT

When converting from true course to magnetic heading, a pilot should

- A) subtract easterly variation and right wind correction angle.
- B) add westerly variation and subtract left wind correction angle.
- C) subtract westerly variation and add right wind correction angle.

187. PLT320 PVT

The angular difference between true north and magnetic north is

- A) magnetic deviation.
- B) magnetic variation.
- C) compass acceleration error.

188. PLT101 PVT

Which statement about longitude and latitude is true?

- A) Lines of longitude are parallel to the Equator.
- B) Lines of longitude cross the Equator at right angles.
- C) The 0° line of latitude passes through Greenwich, England.

189. PLT198 PVT

When converting from true course to magnetic heading, a pilot should

- A) subtract easterly variation and right wind correction angle.
- B) add westerly variation and subtract left wind correction angle.
- C) subtract westerly variation and add right wind correction angle.

190. PLT078 PVT

(Refer to figure 53.) Traffic patterns in effect at Lincoln Municipal are

- A) to the right on Runway 17L and Runway 35L; to the left on Runway 17R and Runway 35R.
- B) to the left on Runway 17L and Runway 35L; to the right on Runway 17R and Runway 35R.
- C) to the right on Runways 14 - 32.

191. PLT281 PVT

Information concerning parachute jumping sites may be found in the

- A) NOTAMs.
- B) Airport/Facility Directory.
- C) Graphic Notices and Supplemental Data.

192. PLT064 PVT

(Refer to figure 21, area 1.) What minimum radio equipment is required to land and take off at Norfolk International?

- A) Mode C transponder and omnireceiver.
- B) Mode C transponder and two-way radio.
- C) Mode C transponder, omnireceiver, and DME.

193. PLT040 PVT

(Refer to figure 27, area 6.) The airspace overlying and within 5 miles of Barnes County Airport is

- A) Class D airspace from the surface to the floor of the overlying Class E airspace.
- B) Class E airspace from the surface to 1,200 feet MSL.
- C) Class G airspace from the surface to 700 feet AGL.

194. PLT064 PVT

(Refer to figure 27, area 2.) The day VFR visibility and cloud clearance requirements to operate over the town of Cooperstown, after departing and climbing out of the Cooperstown Airport at or below 700 feet AGL are

- A) 1 mile and clear of clouds.
- B) 1 mile and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from clouds.
- C) 3 miles and clear of clouds.

195. PLT101 PVT

(Refer to figure 26, area 8.) What minimum altitude is required to fly over the Cedar Hill TV towers in the congested area south of NAS Dallas?

- A) 2,555 feet MSL.
- B) 3,449 feet MSL.
- C) 3,349 feet MSL.

196. PLT012 PVT

(Refer to figure 28.) An aircraft departs an airport in the mountain standard time zone at 1615 MST for a 2-hour 15-minute flight to an airport located in the Pacific standard time zone. The estimated time of arrival at the destination airport should be

- A) 1630 PST.

B) 1730 PST.

C) 1830 PST.

197. PLT012 PVT

(Refer to figure 22.) What is the estimated time en route from Mercer County Regional Airport (area 3) to Minot International (area 1)? The wind is from 330° at 25 knots and the true airspeed is 100 knots. Add 3-1/2 minutes for departure and climb-out.

A) 44 minutes.

B) 48 minutes.

C) 52 minutes.

198. PLT012 PVT

(Refer to figure 26.) What is the estimated time en route for a flight from Denton Muni (area 1) to Addison (area 2)? The wind is from 200° at 20 knots, the true airspeed is 110 knots, and the magnetic variation is 7° east.

A) 13 minutes.

B) 16 minutes.

C) 19 minutes.

199. PLT012 PVT

(Refer to figure 23.) Determine the magnetic heading for a flight from St. Maries Airport (area 4) to Priest River Airport (area 1). The wind is from 340° at 10 knots, and the true airspeed is 90 knots.

A) 320°.

B) 327°.

C) 345°.

200. PLT012 PVT

(Refer to figure 24.) What is the estimated time en route for a flight from Allendale County Airport (area 1) to Claxton-Evans County Airport (area 2)? The wind is from 100° at 18 knots and the true airspeed is 115 knots. Add 2 minutes for climb-out.

A) 27 minutes.

B) 30 minutes.

C) 33 minutes.

201. PLT012 PVT

(Refer to figure 24.) Determine the magnetic heading for a flight from Allendale County Airport (area 1) to Claxton-Evans County Airport (area 2). The wind is from 090° at 16 knots, and the true airspeed is 90 knots.

A) 208°.

B) 212°.

C) 230°.

202. PLT012 PVT

(Refer to figure 24 and 59.) Determine the compass heading for a flight from Claxton-Evans County Airport (area 2) to Hampton Varnville Airport (area 1). The wind is from 280° at 08 knots, and the true airspeed is 85 knots.

A) 033°.

B) 038°.

C) 042°.

203. PLT281 PVT

The letters VHF/DF appearing in the Airport/Facility Directory for a certain airport indicate that

A) this airport is designated as an airport of entry.

B) the Flight Service Station has equipment with which to determine your direction from the station.

C) this airport has a direct-line phone to the Flight Service Station.

204. PLT101 PVT

(Refer to figure 27, area 2.) The visibility and cloud clearance requirements to operate VFR during daylight hours over the town of Cooperstown between 1,200 feet AGL and 10,000 feet MSL are

A) 1 mile and clear of clouds.

B) 1 mile and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from clouds.

C) 3 miles and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from clouds.

205. PLT371 PVT

With respect to the certification of aircraft, which is a class of aircraft?

A) Airplane, rotorcraft, glider, balloon.

B) Normal, utility, acrobatic, limited.

C) Transport, restricted, provisional.

206. PLT395 PVT

The definition of nighttime is

A) sunset to sunrise.

B) 1 hour after sunset to 1 hour before sunrise.

C) the time between the end of evening civil twilight and the beginning of morning civil twilight.

207. PLT387 PVT

If a certificated pilot changes permanent mailing address and fails to notify the FAA Airmen Certification Branch of the new address, the pilot is entitled to exercise the privileges of the pilot certificate for a period of only

- A) 30 days after the date of the move.
- B) 60 days after the date of the move.
- C) 90 days after the date of the move.

208. PLT447 PVT

A Third-Class Medical Certificate is issued to a 36-year-old pilot on August 10, this year. To exercise the privileges of a Private Pilot Certificate, the medical certificate will be valid until midnight on

- A) August 10, 2 years later.
- B) August 31, 3 years later.
- C) August 31, 2 years later.

209. PLT399 PVT

What document(s) must be in your personal possession or readily accessible in the aircraft while operating as pilot in command of an aircraft?

- A) Certificates showing accomplishment of a checkout in the aircraft and a current biennial flight review.
- B) A pilot certificate with an endorsement showing accomplishment of an annual flight review and a pilot logbook showing recency of experience.
- C) An appropriate pilot certificate and an appropriate current medical certificate if required.

210. PLT442 PVT

If a recreational or private pilot had a flight review on August 8, this year, when is the next flight review required?

- A) August 8, 2 years later.
- B) August 31, next year.
- C) August 31, 2 years later.

211. PLT369 PVT

No person may operate an aircraft in acrobatic flight when

- A) flight visibility is less than 5 miles.
- B) over any congested area of a city, town, or settlement.
- C) less than 2,500 feet AGL.

212. PLT373 PVT

Which is normally prohibited when operating a restricted category civil aircraft?

- A) Flight under instrument flight rules.
- B) Flight over a densely populated area.
- C) Flight within Class D airspace.

213. PLT161 PVT
When flying in the airspace underlying Class B airspace, the maximum speed authorized is
A) 200 knots.
B) 230 knots.
C) 250 knots.

214. PLT374 PVT
Who is primarily responsible for maintaining an aircraft in airworthy condition?
A) Owner or operator.
B) Pilot-in-command.
C) Mechanic.

215. PLT463 PVT
No person may attempt to act as a crewmember of a civil aircraft with
A) .008 percent by weight or more alcohol in the blood.
B) .004 percent by weight or more alcohol in the blood.
C) .04 percent by weight or more alcohol in the blood.

216. PLT381 PVT
If an altimeter setting is not available before flight, to which altitude should the pilot adjust the altimeter?
A) The elevation of the nearest airport corrected to mean sea level.
B) The elevation of the departure area.
C) Pressure altitude corrected for nonstandard temperature.

217. PLT403 PVT
When would a pilot be required to submit a detailed report of an emergency which caused the pilot to deviate from an ATC clearance?
A) Within 48 hours if requested by ATC.
B) Immediately.
C) Within 7 days.

218. PLT444 PVT
The final authority as to the operation of an aircraft is the
A) Federal Aviation Administration.
B) pilot in command.
C) aircraft manufacturer.

219. PLT444 PVT

If an in-flight emergency requires immediate action, the pilot in command may

- A) deviate from any rule of 14 CFR part 91 to the extent required to meet the emergency, but must submit a written report to the Administrator within 24 hours.
- B) deviate from any rule of 14 CFR part 91 to the extent required to meet that emergency.
- C) not deviate from any rule of 14 CFR part 91 unless prior to the deviation approval is granted by the Administrator.

220. PLT401 PVT

Under what conditions may objects be dropped from an aircraft?

- A) Only in an emergency.
- B) If precautions are taken to avoid injury or damage to persons or property on the surface.
- C) If prior permission is received from the Federal Aviation Administration.

221. PLT444 PVT

As Pilot in Command of an aircraft, under which situation can you deviate from an ATC clearance?

- A) When operating in Class A airspace at night.
- B) If an ATC clearance is not understood and in VFR conditions.
- C) In response to a traffic alert and collision avoidance system resolution advisory.

222. PLT445 PVT

Which preflight action is specifically required of the pilot prior to each flight?

- A) Check the aircraft logbooks for appropriate entries.
- B) Become familiar with all available information concerning the flight.
- C) Review wake turbulence avoidance procedures.

223. PLT376 PVT

A special VFR clearance authorizes the pilot of an aircraft to operate VFR while within Class D airspace when the visibility is

- A) less than 1 mile and the ceiling is less than 1,000 feet.
- B) at least 1 mile and the aircraft can remain clear of clouds.
- C) at least 3 miles and the aircraft can remain clear of clouds.

224. PLT426 PVT

No person may use an ATC transponder unless it has been tested and inspected within at least the preceding

- A) 6 calendar months.
- B) 12 calendar months.
- C) 24 calendar months.

225. PLT044 PVT

Unless otherwise authorized, two-way radio communications with Air Traffic Control are required for landings or takeoffs

- A) at all tower controlled airports regardless of weather conditions.
- B) at all tower controlled airports only when weather conditions are less than VFR.
- C) at all tower controlled airports within Class D airspace only when weather conditions are less than VFR.

226. PLT366 PVT

Which incident requires an immediate notification to the nearest NTSB field office?

- A) A forced landing due to engine failure.
- B) Landing gear damage, due to a hard landing.
- C) Flight control system malfunction or failure.

227. PLT290 PVT

Which in-flight advisory would contain information on severe icing not associated with thunderstorms?

- A) Convective SIGMET.
- B) SIGMET.
- C) AIRMET.

228. PLT290 PVT

SIGMETs are issued as a warning of weather conditions hazardous to which aircraft?

- A) Small aircraft only.
- B) Large aircraft only.
- C) All aircraft.

229. PLT514 PVT

A weather briefing that is provided when the information requested is 6 or more hours in advance of the proposed departure time is

- A) an outlook briefing.
- B) a forecast briefing.
- C) a prognostic briefing.

230. PLT026 PVT

For aviation purposes, ceiling is defined as the height above the Earth's surface of the

- A) lowest reported obscuration and the highest layer of clouds reported as overcast.
- B) lowest broken or overcast layer or vertical visibility into an obscuration.

C) lowest layer of clouds reported as scattered, broken, or thin.

231. PLT059 PVT

(Refer to figure 12.) The wind direction and velocity at KJFK is from

- A) 180° true at 4 knots.
- B) 180° magnetic at 4 knots.
- C) 040° true at 18 knots.

232. PLT059 PVT

(Refer to figure 12.) The remarks section for KMDW has RAB35 listed. This entry means

- A) blowing mist has reduced the visibility to 1-1/2 SM.
- B) rain began at 1835Z.
- C) the barometer has risen .35 inches Hg.

233. PLT059 PVT

(Refer to figure 12.) Which of the reporting stations have VFR weather?

- A) All.
- B) KINK, KBOI, and KJFK.
- C) KINK, KBOI, and KLAX.

234. PLT515 PVT

What service should a pilot normally expect from an En Route Flight Advisory Service (EFAS) station?

- A) Actual weather information and thunderstorm activity along the route.
- B) Preferential routing and radar vectoring to circumnavigate severe weather.
- C) Severe weather information, changes to flight plans, and receipt of routine position reports.

235. PLT061 PVT

(Refer to figure 14.) If the terrain elevation is 1,295 feet MSL, what is the height above ground level of the base of the ceiling?

- A) 505 feet AGL.
- B) 1,295 feet AGL.
- C) 6,586 feet AGL.

236. PLT072 PVT

(Refer to figure 15.) What is the valid period for the TAF for KMEM?

- A) 1200Z to 1200Z.
- B) 1200Z to 1800Z.

C) 1800Z to 1800Z.

237. PLT072 PVT

(Refer to figure 15.) Between 1000Z and 1200Z the visibility at KMEM is forecast to be?

- A) 1/2 statute mile.
- B) 3 statute miles.
- C) 6 statute miles.

238. PLT072 PVT

(Refer to figure 15.) What is the forecast wind for KMEM from 1600Z until the end of the forecast?

- A) No significant wind.
- B) Variable in direction at 6 knots.
- C) Variable in direction at 4 knots.

239. PLT072 PVT

(Refer to figure 15.) In the TAF from KOKC, the clear sky becomes

- A) overcast at 2,000 feet during the forecast period between 2200Z and 2400Z.
- B) overcast at 200 feet with a 40 percent probability of becoming overcast at 600 feet during the forecast period between 2200Z and 2400Z.
- C) overcast at 200 feet with the probability of becoming overcast at 400 feet during the forecast period between 2200Z and 2400Z.

240. PLT514 PVT

To get a complete weather briefing for the planned flight, the pilot should request

- A) a general briefing.
- B) an abbreviated briefing.
- C) a standard briefing.

241. PLT514 PVT

Which type of weather briefing should a pilot request to supplement mass disseminated data?

- A) An outlook briefing.
- B) A supplemental briefing.
- C) An abbreviated briefing.

242. PLT353 PVT

Radar weather reports are of special interest to pilots because they indicate

- A) large areas of low ceilings and fog.
- B) location of precipitation along with type, intensity, and trend.

C) location of precipitation along with type, intensity, and cell movement of precipitation.

243. PLT353 PVT

What does the heavy dashed line that forms a large rectangular box on a radar summary chart refer to?

- A) Areas of heavy rain.
- B) Severe weather watch area.
- C) Areas of hail 1/4 inch in diameter.

244. PLT068 PVT

(Refer to figure 20.) How are Significant Weather Prognostic Charts best used by a pilot?

- A) For overall planning at all altitudes.
- B) For determining areas to avoid (freezing levels and turbulence).
- C) For analyzing current frontal activity and cloud coverage.

245. PLT289 PVT

(Refer to figure 18.) What weather phenomenon is causing IFR conditions in central Oklahoma?

- A) Low visibility only.
- B) Low ceilings and visibility.
- C) Heavy rain showers.

246. PLT071 PVT

(Refer to figure 18.) The IFR weather in northern Texas is due to

- A) intermittent rain.
- B) low ceilings.
- C) dust devils.

247. PLT192 PVT

Clouds are divided into four families according to their

- A) outward shape.
- B) height range.
- C) composition.

248. PLT192 PVT

What cloud types would indicate convective turbulence?

- A) Cirrus clouds.
- B) Nimbostratus clouds.
- C) Towering cumulus clouds.

249. PLT226 PVT

What situation is most conducive to the formation of radiation fog?

- A) Warm, moist air over low, flatland areas on clear, calm nights.
- B) Moist, tropical air moving over cold, offshore water.
- C) The movement of cold air over much warmer water.

250. PLT512 PVT

If the temperature/dewpoint spread is small and decreasing, and the temperature is 62 °F, what type weather is most likely to develop?

- A) Freezing precipitation.
- B) Thunderstorms.
- C) Fog or low clouds.

251. PLT511 PVT

One of the most easily recognized discontinuities across a front is

- A) a change in temperature.
- B) an increase in cloud coverage.
- C) an increase in relative humidity.

252. PLT511 PVT

Steady precipitation preceding a front is an indication of

- A) stratiform clouds with moderate turbulence.
- B) cumuliform clouds with little or no turbulence.
- C) stratiform clouds with little or no turbulence.

253. PLT274 PVT

In which environment is aircraft structural ice most likely to have the highest accumulation rate?

- A) Cumulus clouds with below freezing temperatures.
- B) Freezing drizzle.
- C) Freezing rain.

254. PLT226 PVT

Low-level turbulence can occur and icing can become hazardous in which type of fog?

- A) Rain-induced fog.
- B) Upslope fog.
- C) Steam fog.

255. PLT512 PVT

What is meant by the term 'dewpoint'?

- A) The temperature at which condensation and evaporation are equal.
- B) The temperature at which dew will always form.
- C) The temperature to which air must be cooled to become saturated.

256. PLT512 PVT

The amount of water vapor which air can hold depends on the

- A) dewpoint.
- B) air temperature.
- C) stability of the air.

257. PLT345 PVT

What are the standard temperature and pressure values for sea level?

- A) 15 °C and 29.92 inches Hg.
- B) 59 °C and 1013.2 millibars.
- C) 59 °F and 29.92 millibars.

258. PLT173 PVT

What early morning weather observations indicate the possibility of good weather conditions for balloon flight most of the day?

- A) Clear skies and surface winds, 10 knots or less.
- B) Low moving, scattered cumulus clouds and surface winds, 5 knots or less.
- C) Overcast with stratus clouds and surface winds, 5 knots or less.

259. PLT495 PVT

Thunderstorms which generally produce the most intense hazard to aircraft are

- A) squall line thunderstorms.
- B) steady-state thunderstorms.
- C) warm front thunderstorms.

260. PLT518 PVT

Where does wind shear occur?

- A) Only at higher altitudes.
- B) Only at lower altitudes.
- C) At all altitudes, in all directions.