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The following sample questions for the Airline Transport Pilot Helicopter (ATH) (135) is suitable study material for the ATH (135) and ATP helicopter added rating (ARH). The full ATH test is 80 questions; the ARH is 50 questions. Please note that the ATH/ARH and Airline Transport Pilot Airplane (135) (ATA, ARA) tests share many questions. Students for the ATH and ARH would do well to study both sets of questions concerning 14 CFR 135 and meteorology. Be aware of aircraft category differences. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf.

The FAA testing system is supported by a series of supplement publications. These publications include the graphics, legends, and maps that are needed to successfully respond to certain test questions. FAA-CT-8080-7D, Computer Testing Supplement for Airline Transport Pilot and Aircraft Dispatcher, and its three addendums are available at http://www.faa.gov/training_testing/testing/supplements/media/atp_akts.pdf.

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. Matching the learning statement codes with the codes listed on your Airman Knowledge Test Report assists in the evaluation of knowledge areas missed on your exam. It is available at http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf.

Sample ATH Questions:

1 . PLT470

Which type rotor system is more susceptible to ground resonance?

- A) Rigid rotor system.
- B) Fully articulated rotor system.
- C) Semi-rigid rotor system.

2 . PLT472

What type frequency vibration is associated with the main rotor system?

- A) Medium frequency.
- B) High frequency.
- C) Low frequency.

3 . PLT248

What result does a level turn have on the total lift required and load factor with a constant airspeed?

- A) Lift required remains constant, and the load factor increases.
- B) Both total lift required and load factor increase.
- C) Lift required increases, and the load factor decreases.

4 . PLT472

What type frequency vibration is associated with a defective transmission?

- A) Medium or low frequency.
- B) Low frequency only.
- C) High or medium frequency

5 . PLT470

What corrective action can a pilot take to prevent a retreating blade stall at its onset?

- A) Reduce collective pitch and increase rotor RPM.
- B) Reduce collective pitch and decrease rotor RPM.
- C) Increase collective pitch and increase rotor RPM.

6 . PLT522

How should the pilot execute a pinnacle-type approach to a rooftop heliport in conditions of high wind and turbulence?

- A) Steeper-than-normal approach, maintaining the desired angle of descent with collective.
- B) Shallow approach, maintaining a constant line of descent with cyclic.
- C) Normal approach, maintaining a slower-than-normal rate of descent with cyclic.

7 . PLT094

What is the reason for variations in geometric pitch along a propeller or rotor blade?

- A) It permits a relatively constant angle of incidence along its length when in cruising flight.
- B) It permits a relatively constant angle of attack along its length when in cruising flight.
- C) It prevents the portion of the blade near the hub or root from stalling during cruising flight.

8 . PLT237

Why are the rotor blades more efficient when operating in ground effect?

- A) Induced drag is reduced.
- B) Downwash velocity is accelerated.
- C) Induced angle of attack is increased.

9 . PLT172

Precision Runway Monitoring (PRM) is

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

10 . PLT370

What minimum information does an abbreviated departure clearance `cleared as filed` include?

- A) Clearance limit, transponder code, and DP, if appropriate.
- B) Destination airport, en route altitude, transponder code, and DP, if appropriate.
- C) Clearance limit and en route altitude.

11 . PLT434

What is a helicopter pilot's responsibility when cleared to 'air taxi' on the airport?

- A) Taxi direct to destination as quickly as possible.
- B) Taxi below 100 feet AGL avoiding other aircraft and personnel.
- C) Taxi at hover altitude using taxiways.

12 . PLT149

When should transponders be operated on the ground while taxiing?

- A) Only when ATC specifically requests your transponder to be activated.
- B) Any time when the airport is operating under IFR.
- C) All the time when at an airport with ASDE-X.

13 . PLT171

What action should a pilot take if asked by ARTCC to "VERIFY 9,000" and the flight is actually maintaining 8,000?

- A) Immediately climb to 9,000.
- B) Report maintaining 8,000.
- C) Report climbing to 9,000.

14 . PLT149

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

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

15 . PLT104

An experienced pilot trying to meet a schedule

- A) can expect the flight crew to alert them to problems or areas of concern.
- B) will always err on the side of caution.
- C) can fail to perceive operational pitfalls.

16 . PLT011

(Refer to FAA-CT-8080-7D, Appendix 2, Figure 39.) What is the takeoff distance over a 50-foot obstacle?

Pressure altitude = -1,000 ft.

Temperature (OAT) = +25 °C

Gross weight = 14,000 lb.

- A) 1,000 feet.
- B) 950 feet.
- C) 900 feet.

17 . PLT048

(Refer to FAA-CT-8080-7D, Appendix 2, figure 37.) What is the maximum gross weight for hovering in ground effect at 3,000 feet pressure altitude and +25 °C?

- A) 16,600 pounds.
- B) 17,300 pounds.
- C) 14,700 pounds.

18 . PLT004

(Refer to FAA-CT-8080-7D, Appendix 2, Figure 41.) Given the following, what is the single-engine climb or descent performance?

Pressure altitude = 3,000 ft.

Temperature (OAT) = +35 °C

- A) 175 ft/min descent.
- B) 100 ft/min descent.
- C) 350 ft/min climb.

19 . PLT104

CRM training refers to

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

20 . PLT104

Error management evaluation

- A) should recognize not all errors can be prevented.
- B) may include error evaluation that should have been prevented.
- C) must mark errors as disqualifying.

21 . PLT097

What is a symptom of carbon monoxide poisoning?

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

22 . PLT205

What is the effect of alcohol consumption on functions of the body?

- A) Alcohol has an adverse effect, especially as altitude increases.
- B) Alcohol has little effect if followed by 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.

23 . PLT280

Sudden penetration of fog can create the illusion of

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

24 . PLT104

When a pilot who is new to advanced avionics operations operates closer to personal or environmental limits,

- A) greater utilization of the aircraft is achieved.
- B) risk is increased.
- C) risk is decreased.

25 . PLT475

Where do squall lines most often develop?

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

26 . PLT493

Which conditions result in the formation of frost?

- A) The temperature of the collecting surface is at or below freezing and small droplets of moisture are falling.
- B) Temperature of the collecting surface is below the dewpoint and the dewpoint is also below freezing.
- C) Dew collects on the surface and then freezes because the surface temperature is lower than the air temperature.

27 . PLT274

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.

28 . PLT495

Convective clouds which penetrate a stratus layer can produce which threat to instrument flight?

- A) Freezing rain.
- B) Embedded thunderstorms.
- C) Clear air turbulence.

29 . PLT162

A minimum instrument altitude for en route operations off of published airways which provides obstruction clearance of 1,000 feet in non-mountainous 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).

30 . PLT083

(Refer to FAA-CT-8080-7D, Appendix 2, Figure 259.) Which approach lighting is available for RWY 33R?

- A) MIRL.
- B) TDZ and CL.
- C) MALSR with RAIL.

31 . PLT058

(Refer to FAA-CT-8080-7D, Appendix 2, Figure 114A.) 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.

32 . PLT389

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.

33 . PLT277

What aural and visual indications should be observed over an ILS middle marker?

- A) Continuous dots at the rate of six per second identified as a high-pitched tone.
- B) Alternate dots and dashes identified as an intermediate tone.
- C) Continuous dashes at the rate of two per second identified as a low-pitched tone.

34 . PLT087

(Refer to FAA-CT-8080-7D, Appendix 2, figure 123.) You receive this ATC clearance:
`...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL...`

What is the recommended procedure to enter the holding pattern?

- A) Direct only.
- B) Parallel only.
- C) Teardrop only.

35 . PLT296

(Refer to FAA-CT-8080-7D, Appendix 2, figure 124.) A pilot receives this ATC clearance:
`...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL...`

What is the recommended procedure to enter the holding pattern?

- A) Teardrop only.
- B) Direct only.
- C) Parallel only.

36 . PLT355

(Refer to FAA-CT-8080-7D, Appendix 2, figures 142 and 143.) To which aircraft position does HSI presentation `D` correspond?

- A) 4.
- B) 17.
- C) 15.

37 . PLT354

If the missed approach is not activated, the GPS receiver will display

- A) an extension of the inbound final approach course.
- B) an extension of the outbound final approach course.
- C) an extension of the outbound final approach course, and the ATD will increase from the MAWP.

38 . PLT202

Where does the DME indicator have the greatest error between the ground distance and displayed distance to the VORTAC?

- A) Low altitudes close to the VORTAC.
- B) High altitudes close to the VORTAC.
- C) Low altitudes far from the VORTAC.

39 . PLT083

When cleared to execute a published side-step maneuver, at what point is the pilot expected to commence this maneuver?

- A) As soon as possible after the runway environment is in sight.
- B) At the published DH.
- C) At the MDA published or a circling approach.

40 . PLT354

It is important for a pilot to ask for site-specific WAAS UNRELIABLE NOTAMS for your destination airport before a flight because

- A) Air Traffic Control will not advise pilots of site-specific WAAS UNRELIABLE NOTAMS.
- B) Air Traffic Control will confirm that you have site-specific information from a pre-flight briefing.
- C) this provides for a second level of safety in the National Airspace System.

41 . PLT382

Obstacles in most areas where `Copter GPS` instrument approaches are needed, require the approach speed must be limited to

- A) 70 knots on final and missed approach segments.
- B) 60 knots on all segments except the missed approach.
- C) 80 knots on initial and final segments.

42 . PLT379

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.

43 . PLT356

Which of the following are required for a helicopter ILS approach with a decision height lower than 200 feet HAT?

- A) Special aircrew training and aircraft certification.
- B) Both a marker beacon and a radio altimeter.
- C) ATP helicopter certificate and CAT II certification.

44 . PLT442

To serve as pilot in command in an IFR operation, a person must have passed a line check

- A) within the past 12 months, which include a portion of a civil airway and one instrument approach at one representative airport, in one of the types of aircraft which that pilot is to fly.
- B) since the beginning of the 12th month before that service, which included at least one flight over a civil airway, or approved off-airway route, or any portion of either, in one type of aircraft which that pilot is to fly.
- C) consisting of a flight over the route to be flown, with at least three instrument approaches at representative airports, within the past 12 calendar months, in one type of aircraft which that pilot is to fly.

45 . PLT449

A pilot in command who is authorized to use an autopilot system, in place of a second in command, may take the autopilot check

- A) concurrently with the instrument proficiency check, but at 12 month intervals.
- B) concurrently with the competency check, providing the check is taken at 12 month intervals.
- C) in any aircraft appropriately equipped, providing the check is taken at 6 month intervals.

46 . PLT405

No person may operate an aircraft under 14 CFR part 135, carrying passengers under VFR at night, unless

- A) it is equipped with a flashlight having at least two size 'D' cell or the equivalent.
- B) each flight crewmember has a flashlight having at least two size 'D' batteries or the equivalent.
- C) each crewmember has a flashlight having at least two size 'D' cells and a spare bulb.

47 . PLT444

The pilot in command may deviate from 14 CFR Part 135 during an emergency involving the safety of persons or property only

- A) if required to, by the emergency cockpit checklist.
- B) after ATC is notified of the emergency and the extent of deviation required.
- C) to the extent required to meet that emergency.

48 . PLT443

What is the minimum passenger seating configuration that requires a second in command?

- A) 12 seats.
- B) 15 seats.
- C) 10 seats.

49 . PLT029

With regard to flight crewmember duties, which operations are considered to be in the 'critical phase of flight'?

- A) Descent, approach, landing, and taxi operations, irrespective of altitudes MSL.
- B) All ground operations involving taxi, takeoff, landing, and all other operations conducted below 10,000 feet, excluding cruise flight.
- C) All ground operations involving taxi, takeoff, landing, and all other operations conducted below 10,000 feet MSL, including cruise flight.

50 . PLT459

No person may takeoff an aircraft under IFR from an airport that has takeoff weather minimums but that is below landing minimums unless there is an alternate airport within

- A) 1 hour at normal cruise speed in still air of the departure airport.
- B) 1 hour at normal indicated airspeed of the departure airport.
- C) 1 hour at normal cruise speed in still air with one engine operating.

51 . PLT463

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.

52 . PLT427

An applicant who is scheduled for a practical test for an airline transport pilot certificate, in an approved flight simulator, is

- A) not required to have a medical certificate.
- B) required to have a first-class medical certificate.
- C) required to have at least a current third-class medical certificate.

53 . PLT463

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.

54 . PLT405

An approved minimum equipment list or FAA Letter of Authorization allows certain instruments or equipment to be inoperative

- A) prior to beginning a flight in an aircraft if prescribed procedures are followed.
- B) anytime with no other documentation required or procedures to be followed.
- C) 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.

55 . PLT391

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.

56 . PLT383

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.

57 . PLT459

According to 14 CFR part 91, when takeoff minimums are not prescribed for a civil airport, what are the takeoff minimums under IFR for a multiengine helicopter?

- A) 1 SM visibility.
- B) 1200 RVR.
- C) 1/2 SM visibility.

58 . PLT420

When must the pilot initiate a missed approach procedure from an ILS approach?

- A) At the DA/DH, if the visual references for the intended runway are not distinctly visible, or anytime thereafter that visual reference is lost.
- B) When the time has expired after reaching the DA/DH and the runway environment is not clearly visible.
- C) At the DA/DH when the runway is not clearly visible.

59 . PLT432

“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.

60 . PLT430

Unless otherwise prescribed, what is the rule regarding altitude and course to be maintained by a helicopter during an off-airways IFR flight over non-mountainous terrain?

- A) 1,500 feet above the highest obstacle within a horizontal distance of 3 statute miles of course.
- B) 1,000 feet above the highest obstacle within 4 nautical miles of course.
- C) 2,000 feet above the highest obstacle within 5 statute miles of course.

61 . PLT366

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.

62 . PLT059

(Refer to FAA-CT-8080-7D, Appendix 2, Figure 145.) What conditions are reported at Childress (KCDS)?

- A) Light rain showers and a small temperature/dewpoint spread.
- B) Ceiling overcast at 1,800 MSL.
- C) Virga and heavy rain at 42 past the hour.

63 . PLT061

KFTW UA/OV DFW/TM 1645/FL100/TP PA30/SK SCT031-TOP043/BKN060-TOP085/OVC097-TOPUNKN/WX FV00SM RA/TA 07.

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.

64 . PLT021

(Refer to FAA-CT-8080-7D, Appendix 2, Figures 29, 31, 32, and 33.) Where is the longitudinal CG located under Operating Conditions BL-5?

- A) Station 232.0.
- B) Station 234.9.
- C) Station 235.4.

65 . PLT509

Wingtip vortices created by large aircraft tend to

- A) sink below the aircraft generating the turbulence.
- B) accumulate and remain for a period of time at the point where the takeoff roll began.
- C) rise from the surface to traffic pattern altitude.