

8/10/2021

## ATM - Airline Transport Pilot Multiengine Airplane

The following sample questions for Airline Transport Pilot Multiengine Class rating (121) (ATM) are suitable study material for the ATP airplane multiengine certificate tests. The full ATM test is 125 questions and a variable number of validation (non-credit) questions interspersed throughout the test. Answer all of the questions to the best of your ability. Please note that the ATP (ATM), the Airline Transport Pilot Single Engine (ATS), and Aircraft Dispatcher (ADX) tests share many questions. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at

[www.faa.gov/training\\_testing/testing/media/testing\\_matrix.pdf](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, Airman Knowledge Testing Supplement for Airline Transport Pilot and Aircraft Dispatcher is available at

[www.faa.gov/training\\_testing/testing/supplements/media/atp\\_akts.pdf](http://www.faa.gov/training_testing/testing/supplements/media/atp_akts.pdf)

The questions presented here have an associated Airman Certification Standards (ACS) code. The ACS Codes link the individual question to a Task Element within the Airline Transport Pilot and Type Rating for Airplane (ATP-ACS) document. The ATP ACS is available at

[www.faa.gov/training\\_testing/testing/acs/media/atp\\_acs.pdf](http://www.faa.gov/training_testing/testing/acs/media/atp_acs.pdf)

The online Airline Transport Pilot Multiengine Airplane (ATM) practice test is available on the PSI website at

<https://faa.psiexams.com/FAA/login>

NOTE: Some questions in the PSI Practice Test may contain the reference "Refer to FAA-CT-8080 . ." You may access the referred to supplement by opening the following link in a separate window while taking the test.

[www.faa.gov/training\\_testing/testing/supplements/media/atp\\_akts.pdf](http://www.faa.gov/training_testing/testing/supplements/media/atp_akts.pdf)

1. As required by Part 121, an airport may be listed as an alternate in the flight release only if the weather forecast indicates that conditions will be at or above the
- A. alternate weather minima specified in the operation specifications at the time of arrival.
  - B. lowest available IAP minima at the time of arrival.
  - C. lowest available IAP minima for 1 hour before to 1 hour after the time of arrival.

**Metadata:** ACSCCode : AA.I.G.K4

2. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 144.) On final approach to the airport, airplane in position #5 would experience
- A. decreased ground speed.
  - B. downdraft.
  - C. poor performance.

**Metadata:** ACSCCode : AA.I.C.K3h

3. What effect does extending leading edge slats have on an airplane's wing?
- A. Increases the pitch up moment of an airfoil.
  - B. Increases the camber and  $C_{L-MAX}$ .
  - C. Allows for earlier airflow separation.

**Metadata:** ACSCCode : AA.I.A.K12

4. A Runway Status Light (RWSL) System at an airport
- A. relies on ASDE-X/Airport Surface Surveillance Capability (ASSC).
  - B. allows ATC to override any RWSL false indications.
  - C. does not require pilots to tell ATC when executing a go-around.

**Metadata:** ACSCCode : AA.II.C.K3

5. Under what conditions might a pilot expect the possibility of hydroplaning?
- A. When landing on a wet runway that is covered in rubber from previous landings.
  - B. When departing a grooved runway with less than a thousandth of an inch of water.
  - C. When the adiabatic lapse rate is high, and steam is rising from the landing surface.

**Metadata:** ACSCCode : AA.III.B.R1

6. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 131.) What is the runway distance remaining at "C" for a takeoff on Runway 9?
- A. 1,000 feet.
  - B. 1,800 feet.
  - C. 1,500 feet.

**Metadata:** ACSCCode : AA.III.A.K4

7. Which is a common symptom of hyperventilation?
- A. Visual acuity.
  - B. Decreased breathing rate.
  - C. Tingling sensations.

**Metadata:** ACSCCode : AA.I.F.K1b

8. Altitude-induced hypoxia is caused by what atmospheric condition?
- A. Significantly less oxygen molecules at high altitude.
  - B. Insufficient partial pressure of the inhaled oxygen.
  - C. Incorrect balance of oxygen and carbon dioxide.

**Metadata:** ACSCCode : AA.I.F.K1a

9. When using a flight director system, what rate of turn or bank angle should a pilot observe during turns in a holding pattern?
- A. 3° per second or 25° bank, whichever is less.
  - B. 1-1/2° per second or 25° bank, whichever is less.
  - C. 3° per second or 30° bank, whichever is less.

**Metadata:** ACSCCode : AA.VI.J.K1

**10. How does an increase in an aircraft's weight affect its climb performance?**

- A. The aircraft will climb at a lower angle of attack, which allows for a higher TAS and higher rate of climb.**
- B. Both parasite and induced drag are increased, which will lower the reserve thrust available to climb.**
- C. A higher aircraft weight requires that the aircraft is configured for climb earlier in the departure which allows a greater climb gradient.**

**Metadata:** ACSCCode : AA.I.B.K2c

**11. What is the absolute ceiling of an airplane?**

- A. The point where the minimum rate of climb becomes lower than the optimum L/D<sub>MAX</sub> speed.**
- B. The altitude at which the aircraft is unable to climb at more than 100 feet per minute.**
- C. When the maximum rate of climb and the maximum angle of climb speeds converge.**

**Metadata:** ACSCCode : AA.I.B.K2c

**12. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 273.) The touchdown zone elevation for the ILS RWY 25L approach at Phoenix Sky Harbor International airport is**

- A. 1,126 feet.**
- B. 1,135 feet.**
- C. 1,326 feet.**

**Metadata:** ACSCCode : AA.VI.E.K1

**13. In a turbojet aircraft, when is braking performance optimized during landing?**

- A. Before the nose wheel touches down.**
- B. Wheel spin-up at touchdown.**
- C. Maximum weight on main wheels.**

**Metadata:** ACSCCode : AA.I.A.K1

14. When ATC assigns a speed adjustment to an aircraft operating at FL 270, it will be at a speed not less than
- A. 250 knots.
  - B. 210 knots.
  - C. 200 knots.

**Metadata:** ACSCCode : AA.VI.C.K3

15. You are in IMC and descending below 1,000 feet above the TDZE on a straight-in instrument approach in a turbojet. The approach is considered stabilized when the airplane is
- A. fully configured and on the correct speed with a descent rate of less than 1,000 FPM.
  - B. fully configured with the engines spooled up and a descent rate of no more than 500 FPM.
  - C. at least partially configured and on the correct speed with a descent rate of no more than 1,200 FPM.

**Metadata:** ACSCCode : AA.VI.E.K4

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

**Metadata:** ACSCCode : AA.VI.E.K2

17. When is the pilot responsible to see and avoid other traffic, terrain, or obstacles?
- A. ATC maintains responsibility if the pilot is operating under IFR.
  - B. When meteorological conditions permit, regardless of flight rules.
  - C. When they have accepted an instruction to "maintain visual separation."

**Metadata:** ACSCCode : AA.VI.C.K3

**18. How does the stall speed (KCAS) vary as you climb from sea level to 33,000 feet?**

- A. It varies directly with a change in altitude.**
- B. It remains relatively unchanged throughout the climb.**
- C. It varies indirectly with a change in altitude.**

**Metadata:** ACSCCode : AA.V.B.K1

**19. While on an ILS approach, what is the proper way to recover from an impending stall?**

- A. Engage the autopilot.**
- B. Changing flap settings.**
- C. Reducing the angle of attack.**

**Metadata:** ACSCCode : AA.V.C.K5

**20. (Refer to FAA-CT-8080-7D, Appendix 2, Figures 241 and 242.) You land on Runway 12 at LGB and plan to exit the runway to the right on Taxiway J. What potential risk should you be aware of on the airport diagram?**

- A. Convergence of taxiways D and J.**
- B. Convergence of taxiways C and J.**
- C. Convergence of runways 16R-34L and 07R-25L.**

**Metadata:** ACSCCode : AA.II.C.K6

**21. 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.**

**Metadata:** ACSCCode : AA.I.E.K12

**22. One purpose of Crew Resource Management (CRM) is to give crews tools to**

- A. recognize and mitigate hazards.**
- B. maintain currency with regulations.**
- C. reduce the need for outside resources.**

**Metadata:** ACSCCode : AA.I.E.K12

23. For passenger-carrying operations under 14 CFR part 121, which situation would be considered part of the required rest period?
- A. Deadheading to home base after the last scheduled flight.
  - B. Electing to fly as a passenger from home base after the flight duty period ends.
  - C. Training conducted in a flight simulator.

**Metadata:** ACSCCode : AA.I.G.K3

24. What is an advantage of a sweptback wing?
- A. It allows shock wave induced flow separation.
  - B. The design delays the onset of compressibility.
  - C. The wings tend to stall at the wing root first.

**Metadata:** ACSCCode : AA.I.B.K4

25. When piloting a turbojet transport airplane, what is a possible result when operating at speeds 5-10 percent above the critical Mach number?
- A. Increased aerodynamic efficiency.
  - B. Decreased control surface effectiveness.
  - C. Occasional low speed Mach buffet warnings.

**Metadata:** ACSCCode : AA.I.B.K4

26. While operating a turbojet transport airplane at high altitude, which of the following is most likely to cause a low speed Mach buffet?
- A. Reducing the angle of attack after a high speed Mach buffet.
  - B. The airplane is flown too fast for its weight and altitude.
  - C. The airplane is flown too slow for its weight and altitude.

**Metadata:** ACSCCode : AA.I.D.K9

27. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 473.) What is the maximum permissible takeoff weight with an airfield altitude of 7,300 feet and an outside air temperature of 24 °C?
- A. 65,000 pounds.
  - B. 62,400 pounds.
  - C. 63,800 pounds.

**Metadata:** ACSCCode : AA.I.B.K2b

28. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 478.) With a reported temperature of 5°C, and a weight of 57,000 pounds, an altitude of 5,355 feet, and a  $V_1/V_R$  ratio of 1.0, the accelerate - stop distance is
- A. 4,100 feet.
  - B. 4,900 feet.
  - C. 5,900 feet.

**Metadata:** ACSCCode : AA.I.B.K2a

29. According to 14 CFR part 121, what requirements must the second-in-command possess?
- A. ATP certificate with appropriate type rating.
  - B. ATP certificate with appropriate second-in-command type rating.
  - C. ATP certificate and third-class medical certificate.

**Metadata:** ACSCCode : AA.I.G.K4

30. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 149.) What is the forecasted wind direction, speed, and temperature over ABI at 30,000 feet?
- A. 240°, 108 knots, -33°C.
  - B. 240°, 8 knots, -33°C.
  - C. 240°, 8 knots, 33°C.

**Metadata:** ACSCCode : AA.I.C.K2

31. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 100, Area 8.) Where is the VOR changeover point on V571 between Navasota (TNV) and Humble (IAH)?
- A. 24 miles from IAH.
  - B. 18 miles from IAH.
  - C. Halfway between TNV and IAH.

**Metadata:** ACSCCode : AA.VI.C.K1

32. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 293.) What is the distance from ASALT intersection to the MAP?
- A. 8.6 NM.
  - B. 2.6 NM.
  - C. 6 NM.

**Metadata:** ACSCCode : AA.VI.D.K1



33. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 258.) As you approach DEPEW in a WAAS-equipped aircraft, on the RNAV (GPS) RWY 32 approach, the CDI needle begins to show increasing deviation to the left with no increase in cross track. In this situation, you
- A. should immediately execute the missed approach.
  - B. know that the sensitivity of the CDI has increased.
  - C. would turn to the right to center the CDI needle.

**Metadata:** ACSCCode : AA.VI.D.K2

34. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 465.) What is the reference stall speed if you will be landing the aircraft at 55,000 pounds and 35° of flaps?
- A. 92 knots.
  - B. 97 knots.
  - C. 102 knots.

**Metadata:** ACSCCode : AA.I.B.K2f

35. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 474.) What is the gross climb gradient with the following conditions?  
Outside air temperature: 0 °C  
Airfield altitude: 4,000 feet  
Weight: 55,000 pounds
- A. 0.052%
  - B. 0.020%
  - C. 0.074%

**Metadata:** ACSCCode : AA.I.B.K1

36. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 145.) The minimums for the nonprecision approach at KAMA are 3/4 mile visibility and 400 feet. When operating under Part 121, can the pilot legally execute the approach with the given METAR data?
- A. Yes, they meet the minimum visibility requirements.
  - B. No, they do not meet the minimum visibility requirements.
  - C. No, they do not meet the minimum ceiling requirements.

**Metadata:** ACSCCode : AA.I.G.K4

**37. What is the maximum load that can be placed on a pallet without exceeding the floor weight limit of 260 pounds per square foot?**

**Pallet dimensions: 95.2 inches X 140.1 inches**

**Pallet weight: 350 pounds**

**Tiedown devices: 120 pounds**

- A. 23,611 pounds.**
- B. 24,076 pounds.**
- C. 24,546 pounds.**

**Metadata:** ACSCCode : AA.I.B.K3e

**38. Ground spoilers used after landing are**

- A. more effective at low speed.**
- B. equally effective at any speed.**
- C. more effective at high speed.**

**Metadata:** ACSCCode : AA.I.B.K3c

**39. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 269.) The flight is filed Senic One Departure, Daggett transition. Before reaching MOXIE intersection, ATC clears you to turn left heading 030 and proceed direct LAHAB intersection. After the turn, you realize you cannot cross LAHAB at 15,000 feet. What should you do if you are in IMC?**

- A. Enter holding at LAHAB on the 185 degree radial until reaching 15,000 feet.**
- B. Advise Departure Control you cannot make the clearance and request radar vectors.**
- C. Turn toward the Long Beach airport temporarily and continue the climb until you can cross LAHAB at 15,000 feet.**

**Metadata:** ACSCCode : AA.VI.B.K3

**40. Embedded thunderstorms, which can be hazardous during instrument flight, are most likely to occur**

- A. behind a fast-moving cold front.**
- B. in a warm front occlusion.**
- C. in a cold front occlusion.**

**Metadata:** ACSCCode : AA.I.C.K3h

**41. A squall line is most likely to be encountered**

- A. on or ahead of a cold front in moist, unstable air.**
- B. during the passage of a warm front.**
- C. in an area of rising barometric pressure.**

**Metadata:** ACSCCode : AA.I.C.K3h

**42. What would authorize an air carrier to conduct a Special Instrument Approach Procedure?**

- A. Operations Specifications.**
- B. Compliance Statement.**
- C. Training Specifications.**

**Metadata:** ACSCCode : AA.I.E.K14

**43. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 69.) Before departure, you learn that your destination airport's arrivals are holding for 30 minutes on the arrival. In a two-engine aircraft, how many pounds of fuel would be required to hold at 10,000 feet with an EPR of 1.26 and an airplane weight of 85,000 pounds?**

- A. 1,155 pounds.**
- B. 2,310 pounds.**
- C. 4,620 pounds.**

**Metadata:** ACSCCode : AA.VI.J.K2

**44. An air carrier flight is preparing to depart from a domestic airport which is not listed in the carrier's operation specifications. There are no takeoff minimums prescribed for the airport, and the weather is currently reporting a 900 foot overcast ceiling and 1 mile visibility in mist. The flight may**

- A. not depart until the weather improves.**
- B. depart if an alternate departure airport is filed.**
- C. depart without an alternate departure airport.**

**Metadata:** ACSCCode : AA.I.G.K4

45. During a constant-rate climb in IMC above the freezing level, you notice that both the airspeed and altitude are increasing. This indicates the
- A. aircraft is in an unusual attitude.
  - B. gyroscopic instruments have failed.
  - C. pitot static system has malfunctioned.

**Metadata:** ACSCCode : AA.VII.A.K6

46. To improve the effectiveness and safety of the entire operations team as a working system, CRM training should include
- A. usage of seat-dependent checklists.
  - B. employee groups beyond the flightcrew.
  - C. failures the flightcrew must work through as a team.

**Metadata:** ACSCCode : AA.I.E.K12

47. While airborne and below the MEA, the pilot accepts an IFR clearance. Sole responsibility for terrain and obstruction clearance remains with the pilot unless
- A. the flight continues in clouds or above a ceiling and ATC transmits "RADAR CONTACT."
  - B. an appropriate minimum IFR altitude providing obstruction clearance is attained.
  - C. the pilot advises ATC that he or she is unable to maintain terrain/obstruction clearance.

**Metadata:** ACSCCode : AA.VI.B.K3

48. What weather phenomenon can be associated with the tropopause?
- A. A constant temperature lapse rate.
  - B. Clear air turbulence associated with the jet stream.
  - C. The deflection of air currents to the right.

**Metadata:** ACSCCode : AA.I.C.K3g

49. How are wind speeds of 100 through 199 knots indicated on a Wind and Temperature Aloft Forecast?
- A. By subtracting 100 from the speed and adding 50 to the coded direction.
  - B. In the format of three-digit direction and three-digit speed.
  - C. This range is required to be annotated in plain language.

**Metadata:** ACSCCode : AA.I.C.K2

50. (Refer to FAA-CT-8080-7D, Appendix 2, Figures 140 and 141.) If on a back course to the Runway 9 approach, to which HSI presentation does aircraft 8 correspond?
- A. Figure H.
  - B. Figure I.
  - C. Figure E.

**Metadata:** ACSCCode : AA.VI.D.K3

51. Which of the following is a visual indication of conditions favorable to supercooled large droplet icing?
- A. Droplets that splash or splatter on impact at temperatures below +5°C.
  - B. Clear ice accumulation on the active part of the deicing boot.
  - C. Rapid ice accumulation on the propeller hub.

**Metadata:** ACSCCode : AA.I.C.K3i

52. Risk is increased when flightcrew members
- A. fail to monitor automated navigation systems.
  - B. allocate time to verify expected performance of automated systems.
  - C. question the performance of each other's duties.

**Metadata:** ACSCCode : AA.I.E.K2

53. In advanced avionics aircraft, proper automation management requires
- A. relying on flight management systems to navigate in order for the pilot to perform other tasks.
  - B. a thorough understanding of how the autopilot interacts with other systems.
  - C. the pilot to refrain from monitoring the automation after initial programming.

**Metadata:** ACSCCode : AA.I.F.K3

54. For a given angle of bank, the load factor imposed on both the aircraft and pilot in a coordinated constant-altitude turn
- A. increases with an increase in airspeed.
  - B. remains constant regardless of airspeed changes.
  - C. decreases with an increase in airspeed.

**Metadata:** ACSCCode : AA.IV.A.K2d

**55. How can the pilot increase the rate of turn and decrease the radius at the same time?**

- A. Steepen the bank and increase airspeed.**
- B. Shallow the bank and increase airspeed.**
- C. Steepen the bank and decrease airspeed.**

**Metadata:** ACSCCode : AA.IV.A.K2e

**56. Consumption of alcohol**

- A. can severely impair a person for more than 8 hours.**
- B. is of no concern in aviation after 8 hours regardless of amount consumed.**
- C. in small amounts has no effect on judgment and decision-making.**

**Metadata:** ACSCCode : AA.I.F.K2

**57. When penetrating fog while flying an approach at night, you might experience the illusion of**

- A. pitching up.**
- B. flying at a lower altitude.**
- C. constant turning.**

**Metadata:** ACSCCode : AA.I.F.K1k

**58. For passenger operations under Part 121, a flightcrew member may exceed maximum flight time limitations if**

- A. immediately followed by 11 hours of rest.**
- B. unforeseen operational circumstances arise after takeoff.**
- C. known ATC delays do not exceed 30 minutes.**

**Metadata:** ACSCCode : AA.I.G.K3

**59. For domestic operations under 14 CFR part 121, who is responsible for the preflight planning, delay, and dispatch release of a flight?**

- A. Pilot in command and chief pilot.**
- B. Director of operations and aircraft dispatcher.**
- C. Pilot in command and aircraft dispatcher.**

**Metadata:** ACSCCode : AA.I.G.K4

60. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 22.) You are considering a takeoff from a runway with a magnetic heading of 330°, and the tower reported winds are 290° at 25 knots. What would be the computed headwind component?

- A. 19 knots.
- B. 25 knots.
- C. 16 knots.

**Metadata:** ACSCCode : AA.III.A.K1

61. High density altitude can reduce turbojet aircraft performance in which of the following ways?

- A. It reduces the likelihood of maintaining laminar flow over the airfoils as airspeed and altitude increase.
- B. It reduces thrust because there is a reduced mass of gases to force out of the exhaust.
- C. It reduces thrust because there is an increased mass of gases that inhibits the outflow of exhaust.

**Metadata:** ACSCCode : AA.I.B.K3a

62. What should a pilot do if the remaining fuel supply requires priority handling after declaring "minimum fuel" with ATC?

- A. Declare an emergency due to low fuel and report fuel remaining in minutes.
- B. Continue with your minimum fuel status, and advise ATC that you would prefer no further delays.
- C. Cancel your minimum fuel status, and prepare to divert to your filed alternate airport.

**Metadata:** ACSCCode : AA.VI.C.K3

63. As an airplane climbs to higher altitudes, what happens to the calibrated airspeed in relation to true airspeed?

- A. It remains equal.
- B. It decreases.
- C. It increases.

**Metadata:** ACSCCode : AA.I.B.K3a

- 64. (Refer to FAA-CT-8080-7D, Appendix 2, Figures 66 and 67.) What is the estimated fuel consumption for Operating Conditions Z-2?**
- A. 9,300 pounds.**
  - B. 10,270 pounds.**
  - C. 11,232 pounds.**

**Metadata:** ACSCCode : AA.I.B.K2d

- 65. Why does the FAA maintain a VOR Minimum Operational Network (MON)?**
- A. To provide VOR navigation service in the Western Mountainous USA below GPS signal coverage.**
  - B. To maintain the enroute Victor airway structure on overwater routes in the Gulf of Mexico.**
  - C. To support navigation of non-DME/DME equipped RNAV aircraft in the event of GPS outage.**

**Metadata:** ACSCCode : AA.II.A.K6

- 66. Jet streams are strongest during which season in the Northern Hemisphere?**
- A. Spring.**
  - B. Summer.**
  - C. Winter.**

**Metadata:** ACSCCode : AA.I.C.K3e

- 67. Which are terms a pilot should use when reporting the quality of braking action for a runway?**
- A. Good to medium.**
  - B. Bad to minimum.**
  - C. Effective to adequate.**

**Metadata:** ACSCCode : AA.I.B.K9

- 68. A flight is scheduled at daybreak. The current weather is rainy, but is expected to clear with temperature/dew point spread forecast to be 10°C/10°C and winds at 330/5. What weather conditions should you expect?**
- A. Visual meteorological conditions until later in the day.**
  - B. These conditions could produce radiation fog.**
  - C. Dense fog that deepens later in the day.**

**Metadata:** ACSCCode : AA.I.C.K3j



69. You are planning a flight to the West Coast of the United States, which is currently below the published weather minimums for an ILS approach to that airport. The winds are forecast to increase to above 20 knots from the west at your scheduled arrival time. What weather conditions should you expect?

- A. Visual meteorological conditions.
- B. Advection fog will deepen with winds above 20 knots.
- C. A layer of low stratus or stratocumulus is expected.

Metadata: ACSCode : AA.I.C.K3j

70. You are planning to arrive at the KHOU airport at 0900Z, what conditions can be expected as indicated by this TAF:

KHOU 151720Z 1518/1618 22009KT P6SM SCT030 SCT250  
FM160000 18005KT P6SM BKN050 BKN120  
FM160600 21007KT P6SM VCSH SCT025 BKN200  
FM160900 34010KT P6SM VCTS BKN035CB BKN250  
TEMPO 1611/1613 TSRA BKN012 OVC025CB  
FM161600 35007KT P6SM BKN020

- A. Winds from the south. blowing to the north at 10 knots.
- B. Thunderstorm activity 5-10 miles from the airport's runway complex.
- C. Rain showers, scattered clouds at 2500 feet, and overcast at 20,000 feet.

Metadata: ACSCode : AA.I.C.K2

71. What is the reported ceiling in the following METAR?

KHOT 181253Z AUTO 00000KT M1/4SM FG VV001 08/08 A3000 RMK AO2 SLP158  
T00780078

- A. Indefinite at 100 feet.
- B. Variable at 100 feet.
- C. Measured at 100 feet.

Metadata: ACSCode : AA.I.C.K2

72. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 154.) What weather phenomenon can be found at Area #1 on the chart?

- A. A high pressure area.
- B. A low pressure trough.
- C. A strong pressure ridge.

Metadata: ACSCode : AA.I.C.K3e

73. Each person operating an aircraft equipped with ADS-B Out must operate it in the transmit mode
- A. at all times unless otherwise authorized by the FAA or directed by ATC.
  - B. when operating in Class B and C airspace, excluding operations conducted under Day VFR.
  - C. all classes of airspace when the flight is operated for compensation or hire but not otherwise.

**Metadata:** ACSCCode : AA.I.G.K2

74. (Refer to FAA-CT-8080-7D, Appendix 2, Figures 262 and 263.) In a turbojet airplane, when assigned the RIICE THREE ARRIVAL, at what speed would ATC expect you to cross RIICE intersection when landing EAST at IAH?

- A. 250 KIAS.
- B. 280 KIAS.
- C. 200 KIAS.

**Metadata:** ACSCCode : AA.VI.C.K1

75. What conditions would cause an Air Traffic Controller to issue you a Safety Alert?

- A. When your approach has become unstable, and you are required to execute a go-around.
- B. When the aircraft altitude places it in unsafe proximity to terrain, obstructions, or other aircraft.
- C. When they have implemented a temporary reduction in approach control separation minimums.

**Metadata:** ACSCCode : AA.VI.C.K3

76. Under 14 CFR part 121, when may non-essential communications take place below 10,000 feet?

- A. In VMC conditions.
- B. Before the Final Approach Fix.
- C. During cruise flight.

**Metadata:** ACSCCode : AA.I.G.K4

77. Under 14 CFR part 91, what are the minimum number of hours that must pass after alcohol consumption before attempting to act as a crewmember?
- A. 8.
  - B. 10.
  - C. 12.

**Metadata:** ACSCCode : AA.I.G.K2

78. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 163A) Arriving at Ryan Field at 1600Z under visual meteorological conditions (VMC) in a turbine-powered airplane, at what altitude should you enter the traffic pattern and remain at that altitude until further descent is required for a safe landing?
- A. 1,000 feet AGL.
  - B. 2,500 feet AGL.
  - C. 1,500 feet AGL.

**Metadata:** ACSCCode : AA.I.G.K2

79. What course of action should the pilot take if encountering freezing rain?
- A. Climb because the temperature is warmer at a higher altitude.
  - B. Descend because the temperature is warmer at a lower altitude.
  - C. No change is necessary if all anti-ice/deice equipment is working.

**Metadata:** ACSCCode : AA.I.C.K3i

80. Given the following, what would be the maximum payload?

Basic operating weight (BOW) = 100,500 lbs.

Maximum zero fuel weight = 138,000 lbs.

Maximum landing weight = 142,000 lbs.

Maximum takeoff weight = 184,200 lbs.

Fuel load = 40,000 lbs.

Fuel tank capacity = 54,000 lbs.

- A. 43,700 lbs.
- B. 37,500 lbs.
- C. 29,700 lbs.

**Metadata:** ACSCCode : AA.I.B.K3e

**81. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 419.) With the following conditions, would the airplane be in the approved weight and CG envelope for landing?**

**CG location: 25% MAC**

**Aircraft Weight: 74,000 lbs.**

- A. No, the airplane is over the maximum approved landing weight.**
- B. Yes, the airplane is within the approved weight and CG envelope.**
- C. No, the airplane is below the maximum landing weight, but the CG is aft of limits.**

**Metadata:** ACSCCode : AA.I.B.K3e

**82. When is ear blockage most likely to occur?**

- A. Upon descent and is aggravated by upper respiratory infection.**
- B. During initial climb-out as expanding air in the middle ear pushes the eustachian tube open.**
- C. During cruise flight as the pressure between the middle ear and aircraft cabin equalizes.**

**Metadata:** ACSCCode : AA.I.F.K1c

**83. Which of the following is an effect of acute fatigue on performance?**

- A. Loss of accuracy and smoothness in control movements.**
- B. Heightened acuity in peripheral vision.**
- C. Mild euphoria, impaired judgment, and increased reaction time.**

**Metadata:** ACSCCode : AA.I.F.K1h

**84. In order to assess risk in aeronautical decision-making, what two basic considerations are recommended?**

- A. Convenience and effort required.**
- B. Likelihood and severity.**
- C. Time and cost efficiency.**

**Metadata:** ACSCCode : AA.I.F.K3

**85. The maximum tailwind component of the airplane is 10 knots. The actual tailwind calculated is 11 knots. Other aircraft are continuing to land, so you decide to ignore the limitation and land as well. Which hazardous attitude are you displaying?**

- A. Impulsivity.**
- B. Resignation.**
- C. Anti-authority.**

**Metadata:** ACSCCode : AA.I.F.R2

**86. Which of the following is one of the five traits discovered to be common in pilots who have had accidents in their past?**

- A. A low correlation between traffic safety violations and flying safety mishaps.**
- B. A tendency to be impulsive rather than disciplined, especially in decision-making.**
- C. A sense of respect for rules and procedures.**

**Metadata:** ACSCCode : AA.I.F.K3

**87. What type of stressor can lead to poor decision-making?**

- A. Lack of sleep.**
- B. Lack of high workload.**
- C. Lack of motivation.**

**Metadata:** ACSCCode : AA.I.F.K3

**88. What is the purpose of a zero fuel weight limitation?**

- A. To limit load forces on the wing spars with heavy fuselage loads.**
- B. To limit load forces on the fuselage with a heavy wing fuel load.**
- C. To prevent overstressing the landing gear during a hard landing.**

**Metadata:** ACSCCode : AA.I.B.K3e

**89. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 419.) You are preparing for a flight, with the following planned loading at takeoff. Would the aircraft be within the approved weight limitations?**

**Basic operating weight (including crew): 49,500 lb.**

**Passengers, baggage, and cargo: 20,850 lb.**

**Fuel weight: 9,500 lb.**

- A. Yes, the weight would be within limits.**
- B. No, max zero fuel weight would be exceeded.**
- C. No, the max takeoff weight would be exceeded.**

**Metadata:** ACSCCode : AA.II.A.K2d

90. What information is de-identified when a report is submitted through the Aviation Safety Reporting System (ASRS)?
- A. Crew identity information when criminal offenses have occurred.
  - B. Crew identity information involving time-sensitive data.
  - C. Crew identity information when prompt NTSB reporting is required.

**Metadata:** ACSCCode : AA.I.E.K13

91. What manual should the crewmembers of an air carrier reference when determining if a portable electronic device is allowed to be operated on an aircraft?
- A. The aircraft's approved flight manual.
  - B. The air carrier's policy and procedures manual.
  - C. The operating manual for the device.

**Metadata:** ACSCCode : AA.I.E.K11

92. If available, what action could a pilot of an air carrier take if they violate a federal regulation because of an air traffic control direction?
- A. File a report through the Voluntary Disclosure Reporting Program (VDRP).
  - B. File a report through the Aviation Safety Action Program (ASAP).
  - C. File a report through the Flight Operational Quality Assurance Program (FOQA).

**Metadata:** ACSCCode : AA.I.E.K13

93. What is the purpose of a Flight Operational Quality Assurance (FOQA) program?
- A. To identify pilots who are having problems operationally.
  - B. To identify aggregate information for error trends.
  - C. To provide accountability within the air carrier system.

**Metadata:** ACSCCode : AA.I.E.K13

94. What adverse flight characteristics could result from operating an aircraft with the Center of Gravity (CG) beyond the published forward limitations?
- A. The flight control forces may become very light.
  - B. It could be difficult or impossible to flare for landing.
  - C. It could be difficult or impossible to recover from a stall.

**Metadata:** ACSCCode : AA.I.B.K5

95. What adverse flight characteristics could result from operating an aircraft with the Center of Gravity (CG) beyond the published aft limitations?
- A. The flight control forces may become very heavy.
  - B. It could be difficult to flare for landing.
  - C. It could be impossible to recover from a stall.

**Metadata:** ACSCCode : AA.I.B.K5

**96. When does a typical aircraft exhibit reduced longitudinal stability?**

- A. With the Center of Gravity (CG) near the aft limit.**
- B. With the Center of Gravity (CG) near the forward limit.**
- C. With the Center of Gravity (CG) at a mid-range location.**

**Metadata:** ACSCCode : AA.I.B.K5

**97. What could cause a turbine engine hot start?**

- A. Lack of airflow due to insufficient turbine rpm.**
- B. Inlet and compressor airflow imbalance.**
- C. Insufficient fuel in the combustion chamber.**

**Metadata:** ACSCCode : AA.I.A.K2

**98. You are the pilot in command of a 14 CFR part 121 domestic operation flight. In addition to yourself, who is jointly responsible for preflight planning, delay, and dispatch release of the flight?**

- A. The director of operations.**
- B. The chief pilot or designee.**
- C. The aircraft dispatcher.**

**Metadata:** ACSCCode : AA.I.E.K9

**99. In a multicrew environment, who is responsible for the tone, pace, outcome of decisions made, and will be held accountable for all outcomes in air carrier flights?**

- A. First officer.**
- B. Air carrier.**
- C. Captain.**

**Metadata:** ACSCCode : AA.I.E.K11

**100. Your airline recently initiated a new safety partnership with the FAA utilizing the Aviation Safety Action Program (ASAP) for all pilots, flight attendants, dispatchers and mechanics. What does ASAP encourage?**

- A. Encourages an employee to utilize an ASAP report after receiving a criminal substance abuse conviction so they do not face additional FAA enforcement.**
- B. Encourages an employee to utilize an ASAP report after receiving a criminal substance abuse conviction so they do not face additional FAA enforcement.**
- C. Encourages airline management to utilize ASAP reports and voluntarily report safety information to derive synergies and cost savings for the airline.**

**Metadata:** ACSCCode : AA.I.E.K13