

**Date effective:** June 28, 2019

The following sample questions for Airline Transport Pilot Multiengine Class rating (121) (ATM) is 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. Students for the ATP and ADX would do well to study both sets of questions. 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](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 [http://www.faa.gov/training\\_testing/testing/supplements/media/atp\\_akts.pdf](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](http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.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 [http://www.faa.gov/training\\_testing/testing/acs/media/atp\\_acs.pdf](http://www.faa.gov/training_testing/testing/acs/media/atp_acs.pdf).

**Airline Transport Pilot Airplane Multiengine (ATM) Sample Questions:** The following is not intended to be an exact replication of an actual ATM airman knowledge test, but is comprised of questions representative of the types of questions you may see during live ATM test administration.

**Preflight Preparation/Operation of Systems/airplane systems and their components; and their normal, abnormal, and emergency procedures.**

**AA.I.A...**

1 . PLT473 AA.I.A.K12

Ground spoilers used after landing are

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

**Preflight Preparation/Performance and Limitations/operating an aircraft safely within its operating envelope.**

**AA.I.B...**

1 . PLT004 AA.I.B.K1

(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%

2 . PLT011 AA.I.B.K2a

(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.

3 . PLT011 AA.I.B.K2b

(Refer to FAA-CT-8080-7D, 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.

4 . PLT123 AA.I.B.K2f

(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.

5 . PLT121 AA.I.B.K3e

What is the maximum load that can be placed on a pallet without exceeding the floor weight limit of 260 pounds/sq. inch?

Pallet dimensions: 95.2 inches X 140.1 inches

Pallet weight: 350 pounds

Tiedown devices: 120 pounds

A) 23,606 pounds.

B) 24,076 pounds.

C) 24,546 pounds.

**Preflight Preparation/Weather Information/obtaining, understanding, and applying weather information for a flight under IFR.**

**AA.I.C...**

1 . PLT059 AA.I.C.K2

(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.

2 . PLT076 AA.I.C.K2

(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.

3 . PLT317 AA.I.C.K3h

(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.

**Preflight Preparation/Air Carrier Operations/air carrier operations.**

**AA.I.E...**

1 . PLT104 AA.I.E.K12

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.

2 . PLT047 AA.I.E.K2

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.

**Preflight Preparation/Human Factors (ATP)/personal health, flight physiology, and aeromedical and human factors.**

**AA.I.F...**

1 . PLT332 AA.I.F.K1b

Which is a common symptom of hyperventilation?

- A) Visual acuity.
- B) Decreased breathing rate.
- C) Tingling sensations.

2 . PLT280 AA.I.F.K1k

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.

3 . PLT205 AA.I.F.K2

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.

**Preflight Preparation/The Code of Federal Regulations (ATP)/the privileges and limitations of the ATP certificate and to flight operations that require an ATP certificate.**

**AA.I.G...**

1 . PLT409 AA.I.G.K3

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.

2 . PLT459 AA.I.G.K4

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.

**Preflight Procedures/Preflight Assessment/preparing for safe flight**

**AA.II.A...**

1 . PLT389 AA.II.A.K7

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

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

## Preflight Procedures/Taxiing/safe taxi operations

### AA.II.C...

1 . PLT141 AA.II.C.K3

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.

2 . PLT149 AA.II.C.K6a

(Refer to FAA-CT-8080-7D, 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.

## Takeoffs and landings/Normal Takeoff and Climb/a normal takeoff and climb

### AA.III.A...

1 . PLT013 AA.III.A.K1

(Refer to FAA-CT-8080-7D, Appendix 2, Figure 421.) You are taking off from a runway with a 330° magnetic course. Tower reported winds are 290° at 25 knots. The computed headwind component for takeoff is

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

2 . PLT141 AA.III.A.K4

(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.

## Takeoffs and landings/Normal Approach and Landing/normal approach and landing

### AA.III.B...

1 . PLT144 AA.III.B.R1

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.

## Inflight Maneuvers/Steep Turns/steep turns

### AA.IV.A...

1 . PLT309 AA.IV.A.K2d

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.

2 . PLT348 AA.IV.A.K2e

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.

### **Stall Prevention/Clean Configuration Stall Prevention/stalls in a clean configuration**

#### **AA.V.B...**

1 . PLT124 AA.V.B.K1

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.

### **Instrument Procedures/Departure Procedures/instrument departure procedures (DPs)**

#### **AA.VI.B...**

1 . PLT052 AA.VI.B.K3

(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.

### **Instrument Procedures/Arrival Procedures/IFR arrival procedures**

#### **AA.VI.C...**

1 . PLT058 AA.VI.C.K1

(Refer to FAA-CT-8080-7D, Appendix 2, Figure 100, spot 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.

### **Instrument Procedures/Nonprecision Approaches/performing nonprecision approach procedures**

#### **AA.VI.D...**

1 . PLT090 AA.VI.D.K1

(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.

2 . PLT354 AA.VI.D.K2

(Refer to FAA-CT-8080-7D, Appendix 2, Figure 258.) As you approach DEPEW on the RNAV (GPS) RWY 32 approach, your GPS changes from "armed" to "active," and 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.

3 . PLT355 AA.VI.D.K3

(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.

## **Instrument Procedures/Precision Approaches/performing precision approach procedures**

### **AA.VI.E...**

1 . PLT049 AA.VI.E.K1

(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.

2 . PLT354 AA.VI.E.K2

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.

3 . PLT170 AA.VI.E.K4

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.

## **Instrument Procedures/Holding Procedures/holding procedures**

### **AA.VI.J...**

1 . PLT047 AA.VI.J.K1

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.

2 . PLT012 AA.VI.J.K2

(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.

### **Emergency Operations/Emergency Procedures/emergency procedures**

#### **AA.VII.A...**

1 . PLT337 AA.VII.A.K6

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.