

ATS - Airline Transport Pilot Single-Engine Airplane

The following sample questions for Airline Transport Pilot Single-Engine Class rating (135) (ATS) are suitable study material for the ATP airplane single-engine certificate tests. The full ATS test is 90 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

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

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

The online Airline Transport Pilot Single Engine Airplane (ATS) 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

1. (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

2. 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

3. 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

4. (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

5. Which is a common symptom of hyperventilation?

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

Metadata: ACSCCode : AA.I.F.K1b

6. 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

7. What flight condition should be expected when an aircraft leaves ground effect?
- A. A decrease in parasite drag permitting a lower angle of attack.
 - B. An increase in dynamic stability.
 - C. An increase in induced drag requiring a higher angle of attack.

Metadata: ACSCCode : AA.I.B.K4

8. 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

9. (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

10. Temperature and radiation variations over land with a clear sky typically lead to
- A. minimum temperature occurring after sunrise.
 - B. outgoing terrestrial radiation peaking at noon.
 - C. temperature reaching a maximum closer to noon than to sunset.

Metadata: ACSCCode : AA.I.C.K3c

11. (Refer to FAA-CT-8080-7D, Appendix 2, Figures 394 and 395.) With an airport pressure altitude of 6,000 feet and an OAT of 10°C, INERTIAL SEPARATOR NORMAL, and a 2 knot tailwind, the short field takeoff ground roll distance is computed as
- A. 3,540 feet.
 - B. 2,015 feet.
 - C. 2,217 feet.

Metadata: ACSCCode : AA.I.B.K2b

12. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 398.) With an OAT of 0°C, INERTIAL SEPARATOR in BYPASS, CABIN HEAT ON, and a gross weight of 8,750 pounds, calculation of the climb gradient at 6,000 feet is
- A. 495 feet per nautical mile.
 - B. 535 feet per nautical mile.
 - C. 545 feet per nautical mile.

Metadata: ACSCCode : AA.I.B.K2c

13. (Refer to FAA-CT-8080-7D, Appendix 1, Legend 72; and Appendix 2, Figure 271.) For a takeoff from Runway 25L at LAX, what is the minimum climb gradient that ATC expects the aircraft to maintain?
- A. 500 feet per minute climb.
 - B. 200 feet per nautical mile.
 - C. 400 feet per nautical mile.

Metadata: ACSCCode : AA.VI.B.K1

14. What is the maximum pallet weight for a floor with a limit of 140 pounds per square foot and the following information?

Pallet dimensions: 32.4 inches X 34.9 inches

Pallet weight: 45 pounds

Tiedown devices: 20 pounds

- A. 1,099 pounds.
- B. 1,129 pounds.
- C. 1,034 pounds.

Metadata: ACSCCode : AA.I.B.K3f

15. (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

16. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 279.) Where does the final approach segment begin on the ILS RWY 32R at ORD?
- A. Glide slope intercept, 2700 feet MSL.
 - B. INDDY OM, 2663 feet MSL.
 - C. MUNDAY ORD, 4000 feet MSL.

Metadata: ACSCCode : AA.VI.E.K1

17. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 293.) The distance from the FAF to the MAP for the VOR or GPS RWY 13L/13R approach is
- A. 6.2 NM.
 - B. 3.2 NM.
 - C. 2.6 NM.

Metadata: ACSCCode : AA.VI.D.K1

18. (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

19. 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

20. 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

21. What is indicated by the following report?

TYR UUA/OV TYR180015/TM 1757/FL310/TP B737/TB MOD-SEV CAT 350-390

- A. An urgent pilot report for moderate to severe clear air turbulence.**
- B. A routine pilot report for overcast conditions from flight levels 350-390.**
- C. A special METAR issued on the 18th day of the month at 1757Z.**

Metadata: ACSCCode : AA.I.C.K2

22. A pilot making a blood donation in order to help a sick associate should be aware that for several weeks

- A. sufficient oxygen may not reach the cells in the body.**
- B. fewer oxygen molecules will be available to the respiratory membranes.**
- C. the ability of the body tissues to effectively use oxygen is decreased.**

Metadata: ACSCCode : AA.I.F.K1a

23. (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

24. Clouds with extensive vertical development over mountainous terrain are a sign of

- A. a dry adiabatic lapse rate.**
- B. a stable air mass.**
- C. an unstable air mass.**

Metadata: ACSCCode : AA.I.C.K3f

25. The stability of an air mass can usually be determined by

- A. the height of the tropopause.**
- B. measuring the dry adiabatic lapse rate.**
- C. cloud types and the type of precipitation.**

Metadata: ACSCCode : AA.I.C.K3a

26. Cumulus clouds often indicate

- A. possible turbulence.**
- B. a temperature inversion.**
- C. a dry adiabatic lapse rate.**

Metadata: ACSCCode : AA.I.C.K3f

27. An airplane loaded with the Center of Gravity (CG) that has exceeded the aft CG limit could

- A. make it easier to recover from stalls and spins.**
- B. make it more difficult to flare for landing.**
- C. increase the likelihood of inadvertent overstress.**

Metadata: ACSCCode : AA.I.B.K5

28. The most important key to risk management is

- A. understanding pilot predisposition.**
- B. management of external pressures.**
- C. the sense of security provided by experience.**

Metadata: ACSCCode : AA.I.F.K3

29. While experiencing a hangover, a pilot

- A. will have impaired motor and mental responses.**
- B. is no longer under the influence of alcohol.**
- C. may experience discomfort, but no impairment.**

Metadata: ACSCCode : AA.I.F.K2

30. Sleep inertia refers to a period of

- A. heightened alertness and visual acuity following a rest period.**
- B. alignment between a person`s internal biological clock and local external time cues.**
- C. impaired performance following awakening from a regular sleep cycle or nap.**

Metadata: ACSCCode : AA.I.F.K1h

31. 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

32. 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

33. Stress distraction can interfere with judgment to the extent that

- A. unwarranted risks are taken.**
- B. physical response rates to stimuli are impaired.**
- C. perceptions are clouded.**

Metadata: ACSCCode : AA.I.F.K1g

34. Which of the following would meet the requirements for a 14 CFR part 135 flight locating when an FAA flight plan is not filed?

- A. Receiving VFR flight following services from Air Traffic Control.**
- B. Operating an aircraft equipped with an approved satellite phone and ELT.**
- C. Relaying flight plan information to a company flight locator before departure.**

Metadata: ACSCCode : AA.I.G.K5

35. (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

36. The illusion associated with landing on a narrower than usual runway may result in the pilot flying a

- A. lower approach with the risk of striking objects along the approach path or landing short.**
- B. slower approach with the risk of reducing airspeed below V_{SO} or landing hard.**
- C. higher approach with the risk of leveling out high and landing hard or overshooting the runway.**

Metadata: ACSCCode : AA.I.F.K1k

37. 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

- 38. 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: ACSCode : AA.I.G.K2