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The following sample questions for Airline Transport Pilot Single Engine (ATS) is 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 (ATS), the Airline Transport Pilot Multiengine ATP (ATM) 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.

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

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.

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.

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

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

AA.I.B …

1 . PLT011 AA.I.B.K2b

(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.

2 . PLT004 AA.I.B.K2c

(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.

3 . PLT121 AA.I.B.K3f

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.

4 . PLT131 AA.I.B.K4

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.

5 . PLT240 AA.I.B.K5

An airplane loaded with the Center of Gravity (CG) aft of the rear 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.

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

AA.I.C …

1 . PLT061 AA.I.C.K2

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.

2 . PLT511 AA.I.C.K3a

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.

3 . PLT510 AA.I.C.K3c

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.

4 . PLT511 AA.I.C.K3e

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.

5 . PLT192 AA.I.C.K3g

Cumulus clouds often indicate

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

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

AA.I.F…

1 . PLT330 AA.I.F.K1a

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.

2 . PLT332 AA.I.F.K1b

Which is a common symptom of hyperventilation?

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

3 . PLT098 AA.I.F.K1g

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.

4 . PLT104 AA.I.F.K1h

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.

5 . PLT280 AA.I.F.K1k

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 VSO or landing hard.
C) higher approach with the risk of leveling out high and landing hard or overshooting the runway.

6 . PLT205 AA.I.F.K2

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.

7 . PLT271 AA.I.F.K3

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.

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 . PLT433 AA.I.G.K5

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.

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.K6

(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-34Land 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.

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

AA.VI.B…

1 . PLT052 AA.VI.B.K1

(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.

2 . 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 . PLT083 AA.VI.D.K1

(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.

2 . 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 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.

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.

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.

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.