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SPA - Sport Pilot Airplane

The following sample questions for Sport Pilot-Airplane (SPA) are suitable study material for the Sport Pilot-Airplane Rating. These questions are a representation of questions that can be found on all Sport Pilot-Airplane Rating tests. The applicant must realize that these questions are to be used as a study guide, and are not necessarily actual test questions. The full SPA test contains 40 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-8080-2H, Airman Knowledge Testing Supplement for Sport Pilot, Recreational Pilot, Remote Pilot, and Private Pilot is available at

http://www.faa.gov/training_testing/testing/test_questions/media/sport_rec_private_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 online Sport Pilot Airplane (SPA) practice test is available on the PSI website at <https://faa.psiexams.com/FAA/login>

1. With respect to the certification of airmen, which is a category of aircraft?

- A. Gyroplane, helicopter, airship, free balloon.**
- B. Airplane, rotorcraft, glider, lighter-than-air.**
- C. Single-engine land and sea, multiengine land and sea.**

Metadata: LSCCode : PLT371

2. Which aircraft has the right-of-way over all other air traffic?

- A. A balloon.**
- B. An aircraft in distress.**
- C. An aircraft on final approach to land.**

Metadata: LSCCode : PLT414

3. May a pilot operate an aircraft that is not in compliance with an Airworthiness Directive (AD)?

- A. Yes, AD's are only voluntary.**
- B. Yes, if allowed by the AD.**
- C. Yes, under VFR conditions only.**

Metadata: LSCCode : PLT378

4. Which is true with respect to formation flights? Formation flights are

- A. authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.**
- B. not authorized, except by arrangement with the pilot in command of each aircraft.**
- C. not authorized, unless the pilot in command of each aircraft is trained and found competent in formation.**

Metadata: LSCCode : PLT431

5. How long does the Airworthiness Certificate of an aircraft remain valid?

- A. As long as the aircraft has a current Registration Certificate.**
- B. Indefinitely, unless the aircraft suffers major damage.**
- C. As long as the aircraft is maintained and operated as required by Federal Aviation Regulations.**

Metadata: LSCCode : PLT377

6. A pilot can expect a wind-shear zone in a temperature inversion whenever the windspeed at 2,000 to 4,000 feet above the surface is at least

- A. 10 knots.**
- B. 15 knots.**
- C. 25 knots.**

Metadata: LSCCode : PLT518

7. (Refer to FAA-CT-8080-2H, Figure 15.) What is the valid period for the TAF for KMEM?

- A. 1200Z to 1200Z.**
- B. 1200Z to 1800Z.**
- C. 1800Z to 2400Z.**

Metadata: LSCCode : PLT072

8. (Refer to FAA-CT-8080-2H, Figure 17.) What wind is forecast for STL at 9,000 feet?

- A. 230° true at 32 knots.**
- B. 230° true at 25 knots.**
- C. 230° magnetic at 25 knots.**

Metadata: LSCCode : PLT076

9. (Refer to FAA-CT-8080-2H, Figure 12.) The wind direction and velocity at KJFK is from

- A. 180° true at 4 knots.**
- B. 180° magnetic at 4 knots.**
- C. 040° true at 18 knots.**

Metadata: LSCCode : PLT059

10. What is ground effect?

- A. The result of the interference of the surface of the Earth with the airflow patterns about an aircraft.**
- B. The result of an alteration in airflow patterns increasing induced drag about the wings of an aircraft.**
- C. The result of the disruption of the airflow patterns about the wings of an aircraft to the point where the wings will no longer support the aircraft in flight.**

Metadata: LSCCode : PLT131

11. An aircraft leaving ground effect during takeoff will

- A. experience a reduction in ground friction and require a slight power reduction.**
- B. experience an increase in induced drag and a decrease in performance.**
- C. require a lower angle of attack to maintain the same lift coefficient.**

Metadata: LSCCode : PLT131

12. What is the antidote when a pilot has the hazardous attitude of `Invulnerability`?

- A. It cannot be that bad.**
- B. It could happen to me.**
- C. It will not happen to me.**

Metadata: LSCCode : PLT103

13. What is the relationship of lift, drag, thrust, and weight when the airplane is in straight-and-level flight?

- A. Lift equals weight and thrust equals drag.**
- B. Lift, drag, and weight equal thrust.**
- C. Lift and weight equal thrust and drag.**

Metadata: LSCCode : PLT241

14. Name the four fundamentals involved in maneuvering an aircraft.

- A. Power, pitch, bank, and trim.**
- B. Thrust, lift, turns, and glides.**
- C. Straight-and-level flight, turns, climbs, and descents.**

Metadata: LSCCode : PLT219

15. Given the following:

True course: 050

True heading: 040

True airspeed: 75 kts

Groundspeed: 65 kts

Determine the wind direction and speed.

A. 105° and 16 knots.

B. 355° and 16 knots.

C. 355° and 10 knots.

Metadata: LSCCode : PLT012

16. (Refer to FAA-CT-8080-2H, Figure 21.) What is the estimated time en route from Mercer County Regional Airport (area 3) to Minot International (area 1)? The wind is from 330° at 25 knots and the true airspeed is 100 knots. Add 3-1/2 minutes for departure and climb-out.

A. 48 minutes.

B. 44 minutes.

C. 52 minutes.

Metadata: LSCCode : PLT012

17. (Refer to FAA-CT-8080-2H, Figure 25, area 2.) What is the base of Class B airspace at Lakeview (30F) Airport?

A. 3000

B. 4000

C. 1700

Metadata: LSCCode : PLT011

18. The most effective method of scanning for other aircraft for collision avoidance during daylight hours is to use

A. regularly spaced concentration on the 3-, 9-, and 12-o'clock positions.

B. a series of short, regularly spaced eye movements to search each 10-degree sector.

C. peripheral vision by scanning small sectors and utilizing off-center viewing.

Metadata: LSCCode : PLT099

19. An ATC clearance means an authorization by ATC for an aircraft to proceed under specified conditions within
- A. controlled airspace.
 - B. uncontrolled airspace.
 - C. published Visual Flight Rules (VFR) routes.

Metadata: LSCCode : PLT116

20. When a distress or urgency condition is encountered, the pilot of an aircraft with a coded radar beacon transponder, who desires to alert a ground radar facility, should squawk code
- A. 7700
 - B. 7600
 - C. 7500

Metadata: LSCCode : PLT497

21. Inbound to an airport with no tower or UNICOM in operation, a pilot should self-announce on MULTICOM frequency
- A. 20 miles out.
 - B. 10 miles out.
 - C. 5 miles out.

Metadata: LSCCode : PLT204

22. An ATC radar facility issues the following advisory to a pilot flying on a heading of 270°: `TRAFFIC 3 O`CLOCK, 2 MILES, EASTBOUND...` Where should the pilot look for this traffic?
- A. North.
 - B. South.
 - C. West.

Metadata: LSCCode : PLT194

23. The direct cause of every stall is excessive
- A. angle of attack.
 - B. density altitude.
 - C. upward vertical velocity.

Metadata: LSCCode : PLT477

24. The best speed to use for a glide is one that will result in the greatest glide distance for a given amount of
- A. altitude.
 - B. fuel.
 - C. drag.

Metadata: LSCCode : PLT257

25. (Refer to FAA-CT-8080-2H, Figure 24, area 2.) What minimum altitude is necessary to vertically clear the obstacle on the southeast side of Winnsboro Airport by 500 feet?
- A. 823 feet MSL.
 - B. 1,013 feet MSL.
 - C. 1,403 feet MSL.

Metadata: LSCCode : PLT064

26. (Refer to FAA-CT-8080-2H, Figure 21, area 2.) Which airport is located at approximately 47° 41 minutes 00 seconds N latitude and 101° 36 minutes 00 seconds W longitude?
- A. Fischer.
 - B. Crooked Lake.
 - C. Johnson.

Metadata: LSCCode : PLT064

27. Which combination of atmospheric conditions will reduce aircraft takeoff and climb performance?
- A. Low temperature, low relative humidity, and low density altitude.
 - B. High temperature, low relative humidity, and low density altitude.
 - C. High temperature, high relative humidity, and high density altitude.

Metadata: LSCCode : PLT124

28. If the outside air temperature (OAT) at a given altitude is warmer than standard, the density altitude is
- A. equal to pressure altitude.
 - B. lower than pressure altitude.
 - C. higher than pressure altitude.

Metadata: LSCCode : PLT206

29. (Refer to FAA-CT-8080-2H, Figure 8.) Determine the pressure altitude at an airport that is 1,386 feet MSL with an altimeter setting of 29.97.
- A. 1,341 feet MSL.
 - B. 1,451 feet MSL.
 - C. 1,562 feet MSL.

Metadata: LSCCode : PLT019

30. What does the red line on an airspeed indicator represent?
- A. Maneuvering speed.
 - B. Turbulent or rough-air speed.
 - C. Never-exceed speed.

Metadata: LSCCode : PLT132

31. Under what condition is indicated altitude the same as true altitude?
- A. If the altimeter has no mechanical error.
 - B. When at sea level under standard conditions.
 - C. When at 18,000 feet MSL with the altimeter set at 29.92.

Metadata: LSCCode : PLT023

32. A go-around from a poor landing approach should
- A. not be attempted unless circumstances make it absolutely necessary.
 - B. generally be preferable to last minute attempts to prevent a bad landing.
 - C. not be attempted after the landing flare has been initiated regardless of airspeed.

Metadata: LSCCode : PLT170

33. (Refer to FAA-CT-8080-2H, Figure 20, area 3.) What is the recommended communications procedure for departure at Currituck County Airport?
- A. Broadcast intentions prior to taxi and announcing runway of departure.
 - B. Calling the Elizabeth City tower on 120.5.
 - C. Radio need not be used.

Metadata: LSCCode : PLT435

34. (Refer to FAA-CT-8080-2H, Figure 22.) Weather information is available for the Coeur d'Alene (COE) Airport (area 2)
- A. over the VOR frequency 108.8.
 - B. from AWOS 3 135.075.
 - C. from UNICOM (CTAF) on 122.8.

Metadata: LSCCode : PLT116

35. (Refer to FAA-CT-8080-2H, Figure 72.) The positive limit load factor is represented by the
- A. vertical dashed line from E to F.
 - B. vertical solid line from D to G.
 - C. horizontal dashed line from C to E.

Metadata: LSCCode : PLT074

36. (Refer to FAA-CT-8080-2H, Figure 26.) The Devils Lake East MOA (area 1) is a
- A. meteorological observation area.
 - B. military observation area.
 - C. military operations area.

Metadata: LSCCode : PLT064

37. (Refer to FAA-CT-8080-2H, Figure 75.) The airspace surrounding the Gila Bend AF AUX Airport (GBN) (area 6) is classified as Class
- A. B.
 - B. C.
 - C. D.

Metadata: LSCCode : PLT040

38. (Refer to FAA-CT-8080-2H, Figure 26.) In flight and approaching the Bryn (Pvt) Airstrip (area 2) the weather minimums are
- A. 1 statute mile visibility.
 - B. 3 statute miles in all airspace.
 - C. no visibility, remain clear of clouds.

Metadata: LSCCode : PLT163

39. The minimum flight visibility requirement for a sport pilot is

- A. 1 statute mile.**
- B. 3 statute miles.**
- C. 5 statute miles.**

Metadata: LSCCode : PLT163

40. Inbound to an airport with no tower or UNICOM in operation, a pilot should self-announce on MULTICOM frequency

- A. 123.0.**
- B. 122.9.**
- C. 122.7.**

Metadata: LSCCode : PLT204