

03/15/2007

Bank: (Sport Pilot Powered Parachute/Weight Shift)

Airman Knowledge Test Question Bank

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1. J12 PVT

When flying HAWK N666CB, the proper phraseology for initial contact with McAlester AFSS is

- A) 'MC ALESTER RADIO, HAWK SIX SIX SIX CHARLIE BRAVO, RECEIVING ARDMORE VORTAC, OVER.'
- B) 'MC ALESTER STATION, HAWK SIX SIX SIX CEE BEE, RECEIVING ARDMORE VORTAC, OVER.'
- C) 'MC ALESTER FLIGHT SERVICE STATION, HAWK NOVEMBER SIX CHARLIE BRAVO, RECEIVING ARDMORE VORTAC, OVER.'

2. J11 PVT

An ATC radar facility issues the following advisory to a pilot flying north in a calm wind:

`TRAFFIC 9 O`CLOCK, 2 MILES, SOUTHBOUND...`

Where should the pilot look for this traffic?

- A) South.
- B) North.
- C) West.

3. H720 PVT

Which is a result of the phenomenon of ground effect?

- A) The induced angle of attack of each rotor blade is increased.
- B) The lift vector becomes more horizontal.
- C) The angle of attack generating lift is increased.

4. H945 PVT

(Refer to figure 8.) What is the effect of a temperature decrease and a pressure altitude increase on the density altitude from 90 °F and 1,250 feet pressure altitude to 55 °F and 1,750 feet pressure altitude?

- A) 1,300-foot decrease.
- B) 1,700-foot decrease.

C) 1,700-foot increase.

5. H946 PVT

(Refer to figure 8.) What is the effect of a temperature increase from 30 to 50 °F on the density altitude if the pressure altitude remains at 3,000 feet MSL?

- A) 900-foot increase.
- B) 1,100-foot decrease.
- C) 1,300-foot increase.

6. H945 PVT

(Refer to figure 8.) Determine the pressure altitude with an indicated altitude of 1,380 feet MSL with an altimeter setting of 28.22 at standard temperature.

- A) 2,913 feet MSL.
- B) 2,991 feet MSL.
- C) 3,010 feet MSL.

7. H945 PVT

(Refer to figure 8.) Determine the pressure altitude at an airport that is 3,563 feet MSL with an altimeter setting of 29.96.

- A) 3,527 feet MSL.
- B) 3,556 feet MSL.
- C) 3,639 feet MSL.

8. J22 PVT

When activated, an emergency locator transmitter (ELT) transmits on

- A) 118.0 and 118.8 MHz.
- B) 121.5 and 243.0 MHz.
- C) 123.0 and 119.0 MHz.

9. B11 PVT

When must the battery in an emergency locator transmitter (ELT) be replaced (or recharged if the battery is rechargeable)?

- A) After one-half the battery's useful life.
- B) During each annual and 100-hour inspection.
- C) Every 24 calendar months.

10. J22 PVT

When may an emergency locator transmitter (ELT) be tested?

- A) Anytime.

- B) At 15 and 45 minutes past the hour.
- C) During the first 5 minutes after the hour.

11. J22 PVT

Which procedure is recommended to ensure that the emergency locator transmitter (ELT) has not been activated?

- A) Turn off the aircraft ELT after landing.
- B) Ask the airport tower if they are receiving an ELT signal.
- C) Monitor 121.5 before engine shutdown.

12. J11 PVT

If Air Traffic Control advises that radar service is terminated when the pilot is departing Class C airspace, the transponder should be set to code

- A) 0000.
- B) 1200.
- C) 4096.

13. H931 PVT

If it is necessary to set the altimeter from 29.15 to 29.85, what change occurs?

- A) 70-foot increase in indicated altitude.
- B) 70-foot increase in density altitude.
- C) 700-foot increase in indicated altitude.

14. H931 PVT

What is true altitude?

- A) The vertical distance of the aircraft above sea level.
- B) The vertical distance of the aircraft above the surface.
- C) The height above the standard datum plane.

15. H928 PVT

What should be the first action after starting an aircraft engine?

- A) Adjust for proper RPM and check for desired indications on the engine gauges.
- B) Place the magneto or ignition switch momentarily in the OFF position to check for proper grounding.
- C) Test each brake and the parking brake.

16. J13 PVT

When should pilots decline a land and hold short (LAHSO) clearance?

- A) Pilots can not decline clearance.

B) Only when the tower operator concurs.

C) When it will compromise safety.

17. J13 PVT

Who should not participate in the Land and Hold Short Operations (LAHSO) program?

A) Recreational pilots only.

B) Student pilots.

C) Military pilots.

18. J03 PVT

A military air station can be identified by a rotating beacon that emits

A) white and green alternating flashes.

B) two quick, white flashes between green flashes.

C) green, yellow, and white flashes.

19. J03 PVT

An airport's rotating beacon operated during daylight hours indicates

A) there are obstructions on the airport.

B) that weather at the airport located in Class D airspace is below basic VFR weather minimums.

C) the Air Traffic Control tower is not in operation.

20. J03 PVT

How can a military airport be identified at night?

A) Alternate white and green light flashes.

B) Dual peaked (two quick) white flashes between green flashes.

C) White flashing lights with steady green at the same location.

21. J03 PVT

To set the high intensity runway lights on medium intensity, the pilot should click the microphone seven times, and then click it

A) one time within four seconds.

B) three time within three seconds.

C) five times within five seconds.

22. H568 PVT

Airport taxiway edge lights are identified at night by

A) white directional lights.

B) blue omnidirectional lights.

C) alternate red and green lights.

23. J05 PVT

The numbers 9 and 27 on a runway indicate that the runway is oriented approximately

- A) 009° and 027° true.
- B) 090° and 270° true.
- C) 090° and 270° magnetic.

24. J13 PVT

(Refer to figure 51.) The segmented circle indicates that a landing on Runway 26 will be with a

- A) right-quartering headwind.
- B) left-quartering headwind.
- C) right-quartering tailwind.

25. J13 PVT

(Refer to figure 51.) The traffic patterns indicated in the segmented circle have been arranged to avoid flights over an area to the

- A) south of the airport.
- B) north of the airport.
- C) southeast of the airport.

26. J13 PVT

(Refer to figure 51.) The segmented circle indicates that the airport traffic is

- A) left-hand for Runway 36 and right-hand for Runway 18.
- B) left-hand for Runway 18 and right-hand for Runway 36.
- C) right-hand for Runway 9 and left-hand for Runway 27.

27. H937 PVT

During the preflight inspection who is responsible for determining the aircraft is safe for flight?

- A) The pilot in command.
- B) The certificated mechanic who performed the annual inspection.
- C) The owner or operator.

28. J11 PVT

From whom should a departing VFR aircraft request radar traffic information during ground operations?

- A) Clearance delivery.
- B) Tower, just before takeoff.

C) Ground control, on initial contact.

29. J27 PVT

When departing behind a heavy aircraft, the pilot should avoid wake turbulence by maneuvering the aircraft

- A) below and downwind from the heavy aircraft.
- B) above and upwind from the heavy aircraft.
- C) below and upwind from the heavy aircraft.

30. J27 PVT

When landing behind a large aircraft, the pilot should avoid wake turbulence by staying

- A) above the large aircraft's final approach path and landing beyond the large aircraft's touchdown point.
- B) below the large aircraft's final approach path and landing before the large aircraft's touchdown point.
- C) above the large aircraft's final approach path and landing before the large aircraft's touchdown point.

31. J27 PVT

The greatest vortex strength occurs when the generating aircraft is

- A) light, dirty, and fast.
- B) heavy, dirty, and fast.
- C) heavy, clean, and slow.

32. J27 PVT

When taking off or landing at an airport where heavy aircraft are operating, one should be particularly alert to the hazards of wingtip vortices because this turbulence tends to

- A) rise from a crossing runway into the takeoff or landing path.
- B) rise into the traffic pattern area surrounding the airport.
- C) sink into the flightpath of aircraft operating below the aircraft generating the turbulence.

33. J08 PVT

(Refer to figure 26, area 4.) The floor of Class B airspace overlying Hicks Airport (T67) north-northwest of Fort Worth Meacham Field is

- A) at the surface.
- B) 3,200 feet MSL.
- C) 4,000 feet MSL.

34. J08 PVT

(Refer to figure 26, area 2.) The floor of Class B airspace at Addison Airport is

- A) at the surface.
- B) 3,000 feet MSL.
- C) 3,100 feet MSL.

35. J08 PVT

Which initial action should a pilot take prior to entering Class C airspace?

- A) Contact approach control on the appropriate frequency.
- B) Contact the tower and request permission to enter.
- C) Contact the FSS for traffic advisories.

36. J08 PVT

Under what condition may an aircraft operate from a satellite airport within Class C airspace?

- A) The pilot must file a flight plan prior to departure.
- B) The pilot must monitor ATC until clear of the Class C airspace.
- C) The pilot must contact ATC as soon as practicable after takeoff.

37. J08 PVT

All operations within Class C airspace must be in

- A) accordance with instrument flight rules.
- B) compliance with ATC clearances and instructions.
- C) an aircraft equipped with a 4096-code transponder with Mode C encoding capability.

38. J08 PVT

The normal radius of the outer area of Class C airspace is

- A) 5 nautical miles.
- B) 15 nautical miles.
- C) 20 nautical miles.

39. J08 PVT

The vertical limit of Class C airspace above the primary airport is normally

- A) 1,200 feet AGL.
- B) 3,000 feet AGL.
- C) 4,000 feet AGL.

40. J37 PVT

(Refer to figure 24, area 3.) What is the floor of the Savannah Class C airspace at the shelf area (outer circle)?

- A) 1,300 feet AGL.
- B) 1,300 feet MSL.
- C) 1,700 feet MSL.

41. J08 PVT

A non-tower satellite airport, within the same Class D airspace as that designated for the primary airport, requires radio communications be established and maintained with the

- A) satellite airport's UNICOM.
- B) associated Flight Service Station.
- C) primary airport's control tower.

42. J08 PVT

The lateral dimensions of Class D airspace are based on

- A) the number of airports that lie within the Class D airspace.
- B) 5 statute miles from the geographical center of the primary airport.
- C) the instrument procedures for which the controlled airspace is established.

43. J08 PVT

When a control tower, located on an airport within Class D airspace, ceases operation for the day, what happens to the airspace designation?

- A) The airspace designation normally will not change.
- B) The airspace remains Class D airspace as long as a weather observer or automated weather system is available.
- C) The airspace reverts to Class E or a combination of Class E and G airspace during the hours the tower is not in operation.

44. J08 PVT

When a control tower, located on an airport within Class D airspace, ceases operation for the day, what happens to the airspace designation?

- A) The airspace designation normally will not change.
- B) The airspace remains Class D airspace as long as a weather observer or automated weather system is available.
- C) The airspace reverts to Class E or a combination of Class E and G airspace during the hours the tower is not in operation.

45. J08 PVT

(Refer to figure 23, area 3.) The vertical limits of that portion of Class E airspace designated as a Federal Airway over Magee Airport are

- A) 1,200 feet AGL to 17,999 feet MSL.

- B) 700 feet MSL to 12,500 feet MSL.
- C) 7,500 feet MSL to 17,999 feet MSL.

46. J33 PVT

An ATC clearance provides

- A) priority over all other traffic.
- B) adequate separation from all traffic.
- C) authorization to proceed under specified traffic conditions in controlled airspace.

47. J11 PVT

TRSA Service in the terminal radar program provides

- A) IFR separation (1,000 feet vertical and 3 miles lateral) between all aircraft.
- B) warning to pilots when their aircraft are in unsafe proximity to terrain, obstructions, or other aircraft.
- C) sequencing and separation for participating VFR aircraft.

48. J10 PVT

(Refer to figure 22, area 3.) What type military flight operations should a pilot expect along IR 644?

- A) IFR training flights above 1,500 feet AGL at speeds in excess of 250 knots.
- B) VFR training flights above 1,500 feet AGL at speeds less than 250 knots.
- C) Instrument training flights below 1,500 feet AGL at speeds in excess of 150 knots.

49. J11 PVT

An ATC radar facility issues the following advisory to a pilot flying on a heading of 090°:

'TRAFFIC 3 O'CLOCK, 2 MILES, WESTBOUND...'

Where should the pilot look for this traffic?

- A) East.
- B) South.
- C) West.

50. J09 PVT

Responsibility for collision avoidance in an alert area rests with

- A) the controlling agency.
- B) all pilots.
- C) Air Traffic Control.

51. J09 PVT

What action should a pilot take when operating under VFR in a Military Operations Area (MOA)?

- A) Obtain a clearance from the controlling agency prior to entering the MOA.
- B) Operate only on the airways that transverse the MOA.
- C) Exercise extreme caution when military activity is being conducted.

52. J09 PVT

(Refer to figure 27, area 2.) What hazards to aircraft may exist in areas, such as Devils Lake East MOA?

- A) Unusual, often invisible, hazards to aircraft, such as artillery firing, aerial gunnery, or guided missiles.
- B) Military training activities that necessitate acrobatic or abrupt flight maneuvers.
- C) High volume of pilot training or an unusual type of aerial activity.

53. J09 PVT

Under what condition, if any, may pilots fly through a restricted area?

- A) When flying on airways with an ATC clearance.
- B) With the controlling agency's authorization.
- C) Regulations do not allow this.

54. J28 PVT

(Refer to figure 27, area 3.) When flying over Arrowwood National Wildlife Refuge, a pilot should fly no lower than

- A) 2,000 feet AGL.
- B) 2,500 feet AGL.
- C) 3,000 feet AGL.

55. J10 PVT

Prior to entering an Airport Advisory Area, a pilot should

- A) monitor ATIS for weather and traffic advisories.
- B) contact approach control for vectors to the traffic pattern.
- C) contact the local FSS for airport and traffic advisories.

56. J37 PVT

(Refer to figure 27, area 1.) Identify the airspace over Lowe Airport.

- A) Class G airspace - surface up to but not including 18,000 feet MSL.
- B) Class G airspace - surface up to but not including 700 feet MSL, Class E airspace - 700 feet to 14,500 feet MSL.
- C) Class G airspace - surface up to but not including 1,200 feet AGL, Class E airspace - 1,200 feet AGL up to but not including 18,000 feet MSL.

57. H567 PVT

During a night flight, you observe a steady white light and a flashing red light ahead and at the same altitude. What is the general direction of movement of the other aircraft?

- A) The other aircraft is flying away from you.
- B) The other aircraft is crossing to the left.
- C) The other aircraft is crossing to the right.

58. J31 PVT

How can you determine if another aircraft is on a collision course with your aircraft?

- A) The nose of each aircraft is pointed at the same point in space.
- B) The other aircraft will always appear to get larger and closer at a rapid rate.
- C) There will be no apparent relative motion between your aircraft and the other aircraft.

59. H507 PVT

Prior to starting each maneuver, pilots should

- A) check altitude, airspeed, and heading indications.
- B) visually scan the entire area for collision avoidance.
- C) announce their intentions on the nearest CTAF.

60. L34 PVT

Most midair collision accidents occur during

- A) hazy days.
- B) clear days.
- C) cloudy nights.

61. J11 PVT

When an air traffic controller issues radar traffic information in relation to the 12-hour clock, the reference the controller uses is the aircraft's

- A) true course.
- B) ground track.
- C) magnetic heading.

62. H557 PVT

To minimize the side loads placed on the landing gear during touchdown, the pilot should keep the

- A) direction of motion of the aircraft parallel to the runway.
- B) longitudinal axis of the aircraft parallel to the direction of its motion.
- C) downwind wing lowered sufficiently to eliminate the tendency for the aircraft to drift.

63. H532 PVT

Select the four flight fundamentals involved in maneuvering an aircraft.

- A) Aircraft power, pitch, bank, and trim.
- B) Starting, taxiing, takeoff, and landing.
- C) Straight-and-level flight, turns, climbs, and descents.

64. H545 PVT

(Refer to figure 63.) In flying the rectangular course, when would the aircraft be turned less than 90°?

- A) Corners 1 and 4.
- B) Corners 1 and 2.
- C) Corners 2 and 4.

65. H545 PVT

(Refer to figure 67.) While practicing S-turns, a consistently smaller half-circle is made on one side of the road than on the other, and this turn is not completed before crossing the road or reference line. This would most likely occur in turn

- A) 1-2-3 because the bank is decreased too rapidly during the latter part of the turn.
- B) 4-5-6 because the bank is increased too rapidly during the early part of the turn.
- C) 4-5-6 because the bank is increased too slowly during the latter part of the turn.

66. H995 PVT

The most effective method of scanning for other aircraft for collision avoidance during nighttime 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 30-degree sector.
- C) peripheral vision by scanning small sectors and utilizing offcenter viewing.

67. J14 PVT

What procedure is recommended when climbing or descending VFR on an airway?

- A) Execute gentle banks, left and right for continuous visual scanning of the airspace.
- B) Advise the nearest FSS of the altitude changes.
- C) Fly away from the centerline of the airway before changing altitude.

68. J27 PVT

Wingtip vortices are created only when an aircraft is

- A) operating at high airspeeds.
- B) heavily loaded.
- C) developing lift.

69. J27 PVT

The wind condition that requires maximum caution when avoiding wake turbulence on landing is a

- A) light, quartering headwind.
- B) light, quartering tailwind.
- C) strong headwind.

70. L05 PVT

Hazardous attitudes occur to every pilot to some degree at some time. What are some of these hazardous attitudes?

- A) Poor risk management and lack of stress management.
- B) Antiauthority, impulsivity, macho, resignation, and invulnerability.
- C) Poor situational awareness, snap judgments, and lack of a decision making process.

71. L05 PVT

In the aeronautical decision making (ADM) process, what is the first step in neutralizing a hazardous attitude?

- A) Making a rational judgement.
- B) Recognizing hazardous thoughts.
- C) Recognizing the invulnerability of the situation.

72. H1007 PVT

Risk management, as part of the aeronautical decision making (ADM) process, relies on which features to reduce the risks associated with each flight?

- A) Application of stress management and risk element procedures.
- B) Situational awareness, problem recognition, and good judgment.
- C) The mental process of analyzing all information in a particular situation and making a timely decision on what action to take.

73. H994 PVT

Large accumulations of carbon monoxide in the human body result in

- A) tightness across the forehead.
- B) loss of muscular power.
- C) an increased sense of well-being.

74. J31 PVT

What effect does haze have on the ability to see traffic or terrain features during flight?

- A) Haze causes the eyes to focus at infinity.
- B) The eyes tend to overwork in haze and do not detect relative movement easily.

C) All traffic or terrain features appear to be farther away than their actual distance.

75. J31 PVT

Which statement best defines hypoxia?

- A) A state of oxygen deficiency in the body.
- B) An abnormal increase in the volume of air breathed.
- C) A condition of gas bubble formation around the joints or muscles.

76. J31 PVT

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 offcenter viewing.

77. J31 PVT

Rapid or extra deep breathing while using oxygen can cause a condition known as

- A) hyperventilation.
- B) aerosinusitis.
- C) aerotitis.

78. J31 PVT

Which technique should a pilot use to scan for traffic to the right and left during straight-and-level flight?

- A) Systematically focus on different segments of the sky for short intervals.
- B) Concentrate on relative movement detected in the peripheral vision area.
- C) Continuous sweeping of the windshield from right to left.

79. J31 PVT

How can you determine if another aircraft is on a collision course with your aircraft?

- A) The other aircraft will always appear to get larger and closer at a rapid rate.
- B) The nose of each aircraft is pointed at the same point in space.
- C) There will be no apparent relative motion between your aircraft and the other aircraft.

80. J31 PVT

If a pilot experiences spatial disorientation during flight in a restricted visibility condition, the best way to overcome the effect is to

- A) rely upon the aircraft instrument indications.
- B) concentrate on yaw, pitch, and roll sensations.

C) consciously slow the breathing rate until symptoms clear and then resume normal breathing rate.

81. H994 PVT

Pilots are more subject to spatial disorientation if

- A) they ignore the sensations of muscles and inner ear.
- B) body signals are used to interpret flight attitude.
- C) eyes are moved often in the process of cross-checking the flight instruments.

82. J28 PVT

Pilots flying over a national wildlife refuge are requested to fly no lower than

- A) 1,000 feet AGL.
- B) 2,000 feet AGL.
- C) 3,000 feet AGL.

83. J37 PVT

(Refer to figure 21, area 2.) The elevation of the Chesapeake Regional Airport is

- A) 20 feet.
- B) 36 feet.
- C) 360 feet.

84. J37 PVT

(Refer to figure 21, area 2.) The flag symbol at Lake Drummond represents a

- A) compulsory reporting point for Norfolk Class C airspace.
- B) compulsory reporting point for Hampton Roads Airport.
- C) visual checkpoint used to identify position for initial callup to Norfolk Approach Control.

85. J37 PVT

(Refer to figure 26, area 7.) The airspace overlying Mc Kinney (TKI) is controlled from the surface to

- A) 700 feet AGL.
- B) 2,900 feet MSL.
- C) 2,500 feet MSL.

86. H981 PVT

(Refer to figure 28.) An aircraft departs an airport in the central standard time zone at 0930 CST for a 2-hour flight to an airport located in the mountain standard time zone. The landing should be at what time?

- A) 0930 MST.
- B) 1030 MST.

C) 1130 MST.

87. H987 PVT

(Refer to figure 23.) Determine the magnetic heading for a flight from Sandpoint Airport (area 1) to St. Maries Airport (area 4). The wind is from 215° at 25 knots, and the true airspeed is 125 knots.

- A) 187° .
- B) 169° .
- C) 349° .

88. H981 PVT

(Refer to figure 28.) An aircraft departs an airport in the central standard time zone at 0845 CST for a 2-hour flight to an airport located in the mountain standard time zone. The landing should be at what coordinated universal time?

- A) 1345Z.
- B) 1445Z.
- C) 1645Z.

89. H987 PVT

(Refer to figure 25.) Determine the magnetic course from Airpark East Airport (area 1) to Winnsboro Airport (area 2). Magnetic variation is $6^\circ 30' E$.

- A) 075° .
- B) 082° .
- C) 091° .

90. H983 PVT

(Refer to figure 25.) Estimate the time en route from Majors Airport (area 1) to Winnsboro Airport (area 2). The wind is from 340° at 12 knots and the true airspeed is 36 knots.

- A) 55 minutes.
- B) 59 minutes.
- C) 63 minutes.

91. H981 PVT

(Refer to figure 28.) An aircraft departs an airport in the mountain standard time zone at 1515 MST for a 2-hour 30-minute flight to an airport located in the Pacific standard time zone. What is the estimated time of arrival at the destination airport?

- A) 1645 PST.
- B) 1745 PST.
- C) 1845 PST.

92. H987 PVT
(Refer to figure 21.) Determine the magnetic course from First Flight Airport (area 5) to Hampton Roads Airport (area 2).
A) 141°.
B) 321°.
C) 331°.
93. H987 PVT
(Refer to figure 27.) Determine the magnetic course from Breckheimer (Pvt) Airport (area 1) to Jamestown Airport (area 4).
A) 180°.
B) 188°.
C) 360°.
94. H981 PVT
(Refer to figure 22, area 2.) Which airport is located at approximately 47° 39 minutes 30 seconds N latitude and 100° 53 minutes 00 seconds W longitude?
A) Linrud.
B) Crooked Lake.
C) Johnson.
95. H987 PVT
(Refer to figure 25.) Determine the magnetic heading for a flight from Majors Airport (area 1) to Winnsboro Airport (area 2). The wind is from 340° at 12 knots, the true airspeed is 36 knots, and the magnetic variation is 6°30'E.
A) 078°.
B) 091°.
C) 101°.
96. J15 PVT
(Refer to figure 52.) What information should be entered in block 12 for a VFR day flight?
A) The estimated time en route plus 30 minutes.
B) The estimated time en route plus 45 minutes.
C) The amount of usable fuel on board expressed in time.
97. J15 PVT
(Refer to figure 52.) If more than one cruising altitude is intended, which should be entered in block 7 of the flight plan?
A) Initial cruising altitude.

B) Highest cruising altitude.

C) Lowest cruising altitude.

98. J15 PVT

(Refer to figure 52.) What information should be entered in block 9 for a VFR day flight?

A) The name of the airport of first intended landing.

B) The name of destination airport if no stopover for more than 1 hour is anticipated.

C) The name of the airport where the aircraft is based.

99. M52 PVT

FAA advisory circulars containing subject matter specifically related to Air Traffic Control and General Operations are issued under which subject number?

A) 60.

B) 70.

C) 90.

100. J37 PVT

Which is true concerning the blue and magenta colors used to depict airports on Sectional Aeronautical Charts?

A) Airports with control towers underlying Class A, B, and C airspace are shown in blue, Class D and E airspace are magenta.

B) Airports with control towers underlying Class C, D, and E airspace are shown in magenta.

C) Airports with control towers underlying Class B, C, D, and E airspace are shown in blue.

101. J34 PVT

Airspace at an airport with a part-time control tower is classified as Class D airspace only

A) when the weather minimums are below basic VFR.

B) when the associated control tower is in operation.

C) when the associated Flight Service Station is in operation.

102. A01 PVT

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

A) Normal, utility, acrobatic.

B) Airplane, rotorcraft, glider.

C) Landplane, seaplane.

103. A01 PVT

With respect to the certification of airmen, which is a class of aircraft?

A) Airplane, rotorcraft, glider, lighter-than-air.

B) Single-engine land and sea, multiengine land and sea.

C) Lighter-than-air, airship, hot air balloon, gas balloon.

104. A21 PVT

How soon after the conviction for driving while intoxicated by alcohol or drugs shall it be reported to the FAA, Civil Aviation Security Division?

A) No later than 60 days after the motor vehicle action.

B) No later than 30 working days after the motor vehicle action.

C) Required to be reported upon renewal of medical certificate.

105. A20 PVT

If a recreational or private pilot had a flight review on August 8, this year, when is the next flight review required?

A) August 8, next year.

B) August 31, 1 year later.

C) August 31, 2 years later.

106. A20 PVT

Each person who holds a pilot certificate or a medical certificate shall present it for inspection upon the request of the Administrator, the National Transportation Safety Board, or any

A) authorized representative of the Department of Transportation.

B) person in a position of authority.

C) federal, state, or local law enforcement officer.

107. A20 PVT

If recency of experience requirements for night flight are not met and official sunset is 1830, the latest time passengers may be carried is

A) 1829.

B) 1859.

C) 1929.

108. A20 PVT

To act as pilot in command of an aircraft carrying passengers, the pilot must have made at least three takeoffs and three landings in an aircraft of the same category, class, and if a type rating is required, of the same type, within the preceding

A) 90 days.

B) 12 calendar months.

C) 24 calendar months.

109. A20 PVT

Each recreational or private pilot is required to have

- A) a biennial flight review.
- B) an annual flight review.
- C) a semiannual flight review.

110. A66 PVT

Unless otherwise specified, Federal Airways include that Class E airspace extending upward from

- A) 700 feet above the surface up to and including 17,999 feet MSL.
- B) 1,200 feet above the surface up to and including 17,999 feet MSL.
- C) the surface up to and including 18,000 feet MSL.

111. B12 PVT

Where may an aircraft's operating limitations be found if the aircraft has an Experimental or Special light-sport airworthiness certificate?

- A) Attached to the Airworthiness Certificate.
- B) In the current, FAA-approved flight manual.
- C) In the aircraft airframe and engine logbooks.

112. B13 PVT

The responsibility for ensuring that maintenance personnel make the appropriate entries in the aircraft maintenance records indicating the aircraft has been approved for return to service lies with the

- A) owner or operator.
- B) pilot in command.
- C) mechanic who performed the work.

113. B08 PVT

Which is the correct traffic pattern departure procedure to use at a noncontrolled airport?

- A) Depart in any direction consistent with safety, after crossing the airport boundary.
- B) Make all turns to the left.
- C) Comply with any FAA traffic pattern established for the airport.

114. B08 PVT

What minimum pilot certification is required for operation within Class B airspace?

- A) Recreational Pilot Certificate.
- B) Private Pilot Certificate or Student Pilot Certificate with appropriate logbook endorsements.
- C) Private Pilot Certificate with an instrument rating.

115. B09 PVT

Outside controlled airspace, the minimum flight visibility requirement for VFR flight above 1,200 feet AGL and below 10,000 feet MSL during daylight hours is

- A) 1 mile.
- B) 3 miles.
- C) 5 miles.

116. B12 PVT

Unless otherwise specifically authorized, no person may operate an aircraft that has an experimental certificate

- A) beneath the floor of Class B airspace.
- B) over a densely populated area or in a congested airway.
- C) from the primary airport within Class D airspace.

117. B13 PVT

The responsibility for ensuring that an aircraft is maintained in an airworthy condition is primarily that of the

- A) pilot in command.
- B) owner or operator.
- C) mechanic who performs the work.

118. B07 PVT

Under what condition, if any, may a pilot allow a person who is obviously under the influence of drugs to be carried aboard an aircraft?

- A) In an emergency or if the person is a medical patient under proper care.
- B) Only if the person does not have access to the cockpit or pilot's compartment.
- C) Under no condition.

119. B07 PVT

A person may not act as a crewmember of a civil aircraft if alcoholic beverages have been consumed by that person within the preceding

- A) 8 hours.
- B) 12 hours.
- C) 24 hours.

120. B09 PVT

Normal VFR operations in Class D airspace with an operating control tower require the ceiling and visibility to be at least

- A) 1,000 feet and 1 mile.

B) 1,000 feet and 3 miles.

C) 2,500 feet and 3 miles.

121. B08 PVT

A steady green light signal directed from the control tower to an aircraft in flight is a signal that the pilot

A) is cleared to land.

B) should give way to other aircraft and continue circling.

C) should return for landing.

122. B13 PVT

An aircraft's annual condition inspection was performed on July 12, this year. The next annual inspection will be due no later than

A) July 1, next year.

B) July 13, next year.

C) July 31, next year.

123. B08 PVT

Except when necessary for takeoff or landing, what is the minimum safe altitude for a pilot to operate an aircraft anywhere?

A) An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

B) An altitude of 500 feet above the surface and no closer than 500 feet to any person, vessel, vehicle, or structure.

C) An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.

124. B07 PVT

When must a pilot who deviates from a regulation during an emergency send a written report of that deviation to the Administrator?

A) Within 7 days.

B) Within 10 days.

C) Upon request.

125. B07 PVT

Preflight action, as required for all flights away from the vicinity of an airport, shall include

A) the designation of an alternate airport.

B) a study of arrival procedures at airports/ heliports of intended use.

C) an alternate course of action if the flight cannot be completed as planned.

126. B08 PVT

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.

127. G12 PVT

May aircraft wreckage be moved prior to the time the NTSB takes custody?

- A) Yes, but only if moved by a federal, state, or local law enforcement officer.
- B) Yes, but only to protect the wreckage from further damage.
- C) No, it may not be moved under any circumstances.

128. I57 PVT

What information is contained in a CONVECTIVE SIGMET?

- A) Tornadoes, embedded thunderstorms, and hail 3/4 inch or greater in diameter.
- B) Severe icing, severe turbulence, or widespread dust storms lowering visibility to less than 3 miles.
- C) Surface winds greater than 40 knots or thunderstorms equal to or greater than video integrator processor (VIP) level 4.

129. I57 PVT

AIRMETs are advisories of significant weather phenomena but of lower intensities than Sigmets and are intended for dissemination to

- A) only IFR pilots.
- B) only VFR pilots.
- C) all pilots.

130. I54 PVT

When requesting weather information for the following morning, a pilot should request

- A) an outlook briefing.
- B) a standard briefing.
- C) an abbreviated briefing.

131. I57 PVT

When the term 'light and variable' is used in reference to a Winds Aloft Forecast, the coded group and windspeed is

- A) 0000 and less than 7 knots.
- B) 9900 and less than 5 knots.
- C) 9999 and less than 10 knots.

132. 157 PVT

What values are used for Winds Aloft Forecasts?

- A) Magnetic direction and knots.
- B) Magnetic direction and miles per hour.
- C) True direction and knots.

133. 157 PVT

(Refer to 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.

134. 155 PVT

(Refer to figure 12.) What are the current conditions depicted for Chicago Midway Airport (KMDW)?

- A) Sky 700 feet overcast, visibility 1-1/2SM, rain.
- B) Sky 7000 feet overcast, visibility 1-1/2SM, heavy rain.
- C) Sky 700 feet overcast, visibility 11, occasionally 2SM, with rain.

135. 154 PVT

When telephoning a weather briefing facility for preflight weather information, pilots should state

- A) the aircraft identification or the pilot's name.
- B) true airspeed.
- C) fuel on board.

136. 156 PVT

(Refer to figure 14.) The intensity of the turbulence reported at a specific altitude is

- A) moderate at 5,500 feet and at 7,200 feet.
- B) moderate from 5,500 feet to 7,200 feet.
- C) light from 5,500 feet to 7,200 feet.

137. 156 PVT

(Refer to figure 14.) The base and tops of the overcast layer reported by a pilot are

- A) 1,800 feet MSL and 5,500 feet MSL.
- B) 5,500 feet AGL and 7,200 feet MSL.
- C) 7,200 feet MSL and 8,900 feet MSL.

138. 156 PVT

(Refer to figure 14.) The intensity and type of icing reported by a pilot is

- A) light to moderate.
- B) light to moderate clear.
- C) light to moderate rime.

139. I57 PVT

(Refer to figure 15.) In the TAF from KOKC, the 'FM (FROM) Group' is forecast for the hours from 1600Z to 2200Z with the wind from

- A) 180° at 10 knots.
- B) 160° at 10 knots.
- C) 180° at 10 knots, becoming 200° at 13 knots.

140. I57 PVT

(Refer to figure 15.) During the time period from 0600Z to 0800Z, what visibility is forecast for KOKC?

- A) Greater than 6 statute miles.
- B) Possibly 6 statute miles.
- C) Not forecasted.

141. I54 PVT

What should pilots state initially when telephoning a weather briefing facility for preflight weather information?

- A) Tell the number of occupants on board.
- B) Identify themselves as pilots.
- C) State their total flight time.

142. H957 PVT

Which type weather briefing should a pilot request, when departing within the hour, if no preliminary weather information has been received?

- A) Outlook briefing.
- B) Abbreviated briefing.
- C) Standard briefing.

143. I60 PVT

(Refer to figure 19, area D.) What is the direction and speed of movement of the cell?

- A) North at 17 knots.
- B) North at 17 MPH.
- C) South at 17 knots.

144. I60 PVT

What information is provided by the Radar Summary Chart that is not shown on other weather charts?

- A) Lines and cells of hazardous thunderstorms.
- B) Ceilings and precipitation between reporting stations.
- C) Types of clouds between reporting stations.

145. I64 PVT

(Refer to figure 20.) Interpret the weather symbol depicted in Utah on the 12-hour Significant Weather Prognostic Chart.

- A) Moderate turbulence, surface to 18,000 feet.
- B) Thunderstorm tops at 18,000 feet.
- C) Base of clear air turbulence, 18,000 feet.

146. I64 PVT

(Refer to figure 20.) What weather is forecast for the Florida area just ahead of the stationary front during the first 12 hours?

- A) Ceiling 1,000 to 3,000 feet and/or visibility 3 to 5 miles with continuous precipitation.
- B) Ceiling 1,000 to 3,000 feet and/or visibility 3 to 5 miles with intermittent precipitation.
- C) Ceiling less than 1,000 feet and/or visibility less than 3 miles with continuous precipitation.

147. I59 PVT

(Refer to figure 18.) The marginal weather in central Kentucky is due to low

- A) ceiling.
- B) visibility.
- C) ceiling and visibility.

148. I59 PVT

(Refer to figure 18.) Of what value is the Weather Depiction Chart to the pilot?

- A) For determining general weather conditions on which to base flight planning.
- B) For a forecast of cloud coverage, visibilities, and frontal activity.
- C) For determining frontal trends and air mass characteristics.

149. I57 PVT

What is indicated when a current CONVECTIVE SIGMET forecasts thunderstorms?

- A) Moderate thunderstorms covering 30 percent of the area.
- B) Moderate or severe turbulence.
- C) Thunderstorms obscured by massive cloud layers.

150. I26 PVT

The suffix 'nimbus,' used in naming clouds, means

- A) a cloud with extensive vertical development.
- B) a rain cloud.
- C) a middle cloud containing ice pellets.

151. I26 PVT

An almond or lens-shaped cloud which appears stationary, but which may contain winds of 50 knots or more, is referred to as

- A) an inactive frontal cloud.
- B) a funnel cloud.
- C) a lenticular cloud.

152. I26 PVT

What clouds have the greatest turbulence?

- A) Towering cumulus.
- B) Cumulonimbus.
- C) Nimbostratus.

153. I31 PVT

In which situation is advection fog most likely to form?

- A) A warm, moist air mass on the windward side of mountains.
- B) An air mass moving inland from the coast in winter.
- C) A light breeze blowing colder air out to sea.

154. I31 PVT

What types of fog depend upon wind in order to exist?

- A) Radiation fog and ice fog.
- B) Steam fog and ground fog.
- C) Advection fog and upslope fog.

155. I27 PVT

One weather phenomenon which will always occur when flying across a front is a change in the

- A) wind direction.
- B) type of precipitation.
- C) stability of the air mass.

156. I29 PVT

One in-flight condition necessary for structural icing to form is

- A) small temperature/dewpoint spread.
- B) stratiform clouds.
- C) visible moisture.

157. I24 PVT

Clouds, fog, or dew will always form when

- A) water vapor condenses.
- B) water vapor is present.
- C) relative humidity reaches 100 percent.

158. I25 PVT

What is the approximate base of the cumulus clouds if the surface air temperature at 1,000 feet MSL is 70 °F and the dewpoint is 48 °F?

- A) 4,000 feet MSL.
- B) 5,000 feet MSL.
- C) 6,000 feet MSL.

159. I21 PVT

Which weather conditions should be expected beneath a low-level temperature inversion layer when the relative humidity is high?

- A) Smooth air, poor visibility, fog, haze, or low clouds.
- B) Light wind shear, poor visibility, haze, and light rain.
- C) Turbulent air, poor visibility, fog, low stratus type clouds, and showery precipitation.

160. H940 PVT

Which items are included in the empty weight of an aircraft?

- A) Unusable fuel and undrainable oil.
- B) Only the airframe, powerplant, and optional equipment.
- C) Full fuel tanks and engine oil to capacity.

161. H332 PVT

(Refer to figure 62.) If 50 pounds of weight is located at point X and 100 pounds at point Z, how much weight must be located at point Y to balance the plank?

- A) 30 pounds.
- B) 50 pounds.
- C) 300 pounds.

162. H1316 PVT

(Refer to figure 61.) How should the 500-pound weight be shifted to balance the plank on the fulcrum?

- A) 1 inch to the left.
- B) 1 inch to the right.
- C) 4.5 inches to the right.

163. H921 PVT

During an approach to a stall, an increased load factor will cause the aircraft to

- A) stall at a higher airspeed.
- B) have a tendency to spin.
- C) be more difficult to control.

164. H902 PVT

The angle between the chord line of an airfoil and the relative wind is known as the angle of

- A) lift.
- B) attack.
- C) incidence.

165. H902 PVT

Which statement relates to Bernoulli's principle?

- A) For every action there is an equal and opposite reaction.
- B) An additional upward force is generated as the lower surface of the wing deflects air downward.
- C) Air traveling faster over the curved upper surface of an airfoil causes lower pressure on the top surface.

166. H910 PVT

Changes in the center of pressure of a wing affect the aircraft's

- A) lift/drag ratio.
- B) lifting capacity.
- C) aerodynamic balance and controllability.

167. H945 PVT

(Refer to 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.

168. H927 PVT

An electrical system failure (battery and alternator) occurs during flight. In this situation, you would

A) experience avionics equipment failure.

B) probably experience failure of the engine ignition system, fuel gauges, aircraft lighting system, and avionics equipment.

C) probably experience engine failure due to the loss of the engine-driven fuel pump and also experience failure of the radio equipment, lights, and all instruments that require alternating current.

169. H933 PVT

In the Northern Hemisphere, a magnetic compass will normally indicate a turn toward the north if

A) a left turn is entered from a west heading.

B) an aircraft is decelerated while on an east or west heading.

C) an aircraft is accelerated while on an east or west heading.

170. H933 PVT

What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a south heading in the Northern Hemisphere?

A) The compass will initially indicate a turn to the left.

B) The compass will indicate a turn to the right, but at a faster rate than is actually occurring.

C) The compass will remain on south for a short time, then gradually catch up to the magnetic heading of the airplane.

171. H927 PVT

To properly purge water from the fuel system of an aircraft equipped with fuel tank sumps and a fuel strainer quick drain, it is necessary to drain fuel from the

A) fuel strainer drain.

B) lowest point in the fuel system.

C) fuel strainer drain and the fuel tank sumps.

172. H928 PVT

Excessively high engine temperatures, either in the air or on the ground, will

A) increase fuel consumption and may increase power due to the increased heat.

B) result in damage to heat-conducting hoses and warping of cylinder cooling fans.

C) cause loss of power, excessive oil consumption, and possible permanent internal engine damage.

173. J11 PVT

As standard operating practice, all inbound traffic to an airport without a control tower should continuously monitor the appropriate facility from a distance of

A) 25 miles.

B) 20 miles.

C) 10 miles.

174. J03 PVT

A slightly high glide slope indication from a precision approach path indicator is

A) four white lights.

B) three white lights and one red light.

C) two white lights and two red lights.

175. J03 PVT

(Refer to figure 48.) Illustration A indicates that the aircraft is

A) below the glide slope.

B) on the glide slope.

C) above the glide slope.

176. J05 PVT

What is the purpose of the runway/runway hold position sign?

A) Denotes entrance to runway from a taxiway.

B) Denotes area protected for an aircraft approaching or departing a runway.

C) Denotes intersecting runways.

177. J05 PVT

The numbers 8 and 26 on the approach ends of the runway indicate that the runway is orientated approximately

A) 008° and 026° true.

B) 080° and 260° true.

C) 080° and 260° magnetic.

178. J05 PVT

What does the outbound destination sign identify?

A) Identifies entrance to the runway from a taxiway.

B) Identifies direction to take-off runways.

C) Identifies runway on which an aircraft is located.

179. J05 PVT

When approaching taxiway holding lines from the side with the continuous lines, the pilot

A) may continue taxiing.

B) should not cross the lines without ATC clearance.

C) should continue taxiing until all parts of the aircraft have crossed the lines.

180. J05 PVT

When approaching taxiway holding lines from the side with the continuous lines, the pilot

A) may continue taxiing.

B) should not cross the lines without ATC clearance.

C) should continue taxiing until all parts of the aircraft have crossed the lines.

181. J13 PVT

(Refer to figure 50.) If the wind is as shown by the landing direction indicator, the pilot should land on

A) Runway 18 and expect a crosswind from the right.

B) Runway 22 directly into the wind.

C) Runway 36 and expect a crosswind from the right.

182. J13 PVT

(Refer to figure 50.) Select the proper traffic pattern and runway for landing.

A) Left-hand traffic and Runway 18.

B) Right-hand traffic and Runway 18.

C) Left-hand traffic and Runway 22.

183. J11 PVT

Absence of the sky condition and visibility on an ATIS broadcast indicates that

A) weather conditions are at or above VFR minimums.

B) the sky condition is clear and visibility is unrestricted.

C) the ceiling is at least 5,000 feet and visibility is 5 miles or more.

184. J13 PVT

If instructed by ground control to taxi to Runway 9, the pilot may proceed

A) via taxiways and across runways to, but not onto, Runway 9.

B) to the next intersecting runway where further clearance is required.

C) via taxiways and across runways to Runway 9, where an immediate takeoff may be made.

185. J13 PVT

After landing at a tower-controlled airport, when should the pilot contact ground control?

A) When advised by the tower to do so.

B) Prior to turning off the runway.

C) After reaching a taxiway that leads directly to the parking area.

186. J13 PVT

The recommended entry position to an airport traffic pattern is

- A) 45° to the base leg just below traffic pattern altitude.
- B) to enter 45° at the midpoint of the downwind leg at traffic pattern altitude.
- C) to cross directly over the airport at traffic pattern altitude and join the downwind leg.

187. J27 PVT

How does the wake turbulence vortex circulate around each wingtip?

- A) Inward, upward, and around each tip.
- B) Inward, upward, and counterclockwise.
- C) Outward, upward, and around each tip.

188. J09 PVT

Flight through a restricted area should not be accomplished unless the pilot has

- A) filed an IFR flight plan.
- B) received prior authorization from the controlling agency.
- C) received prior permission from the commanding officer of the nearest military base.

189. J08 PVT

With certain exceptions, Class E airspace extends upward from either 700 feet or 1,200 feet AGL to, but does not include,

- A) 10,000 feet MSL.
- B) 14,500 feet MSL.
- C) 18,000 feet MSL.

190. H526 PVT

Which would provide the greatest gain in altitude in the shortest distance during climb after takeoff?

- A) VY.
- B) VA.
- C) VX.

191. H527 PVT

After takeoff, which airspeed would the pilot use to gain the most altitude in a given period of time?

- A) VY.
- B) VX.
- C) VA.

192. L34 PVT

Most midair collision accidents occur during

- A) hazy days.
- B) clear days.
- C) cloudy nights.

193. J11 PVT

When an air traffic controller issues radar traffic information in relation to the 12-hour clock, the reference the controller uses is the aircraft's

- A) true course.
- B) ground track.
- C) magnetic heading.

194. H583 PVT

If an emergency situation requires a downwind landing, pilots should expect a faster

- A) airspeed at touchdown, a longer ground roll, and better control throughout the landing roll.
- B) groundspeed at touchdown, a longer ground roll, and the likelihood of overshooting the desired touchdown point.
- C) groundspeed at touchdown, a shorter ground roll, and the likelihood of undershooting the desired touchdown point.

195. H983 PVT

How far will an aircraft travel in 2-1/2 minutes with a groundspeed of 98 knots?

- A) 2.45 NM.
- B) 3.35 NM.
- C) 4.08 NM.

196. H983 PVT

How far will an aircraft travel in 2-1/2 minutes with a groundspeed of 98 knots?

- A) 2.45 NM.
- B) 3.35 NM.
- C) 4.08 NM.

197. H983 PVT

On a cross-country flight, point A is crossed at 1500 hours and the plan is to reach point B at 1530 hours. Use the following information to determine the indicated airspeed required to reach point B on schedule.

Distance between A and B	70 NM
Forecast wind	310° at 15 kts

Pressure altitude 8,000 ft
Ambient temperature -10 °C
True course 270°

The required indicated airspeed would be approximately

- A) 126 knots.
- B) 137 knots.
- C) 152 knots.

198. H982 PVT

If a true heading of 135° results in a ground track of 130° and a true airspeed of 135 knots results in a groundspeed of 140 knots, the wind would be from

- A) 019° and 12 knots.
- B) 200° and 13 knots.
- C) 246° and 13 knots.

199. J37 PVT

(Refer to figure 22.) On what frequency can a pilot receive Hazardous Inflight Weather Advisory Service (HIWAS) in the vicinity of area 1?

- A) 117.1 MHz.
- B) 118.0 MHz.
- C) 122.0 MHz.

200. H981 PVT

The angular difference between true north and magnetic north is

- A) magnetic deviation.
- B) magnetic variation.
- C) compass acceleration error.

201. H981 PVT

When converting from true course to magnetic heading, a pilot should

- A) subtract easterly variation and right wind correction angle.
- B) add westerly variation and subtract left wind correction angle.
- C) subtract westerly variation and add right wind correction angle.

202. H981 PVT

The angular difference between true north and magnetic north is

- A) magnetic deviation.
- B) magnetic variation.

C) compass acceleration error.

203. H981 PVT

Which statement about longitude and latitude is true?

- A) Lines of longitude are parallel to the Equator.
- B) Lines of longitude cross the Equator at right angles.
- C) The 0° line of latitude passes through Greenwich, England.

204. H981 PVT

When converting from true course to magnetic heading, a pilot should

- A) subtract easterly variation and right wind correction angle.
- B) add westerly variation and subtract left wind correction angle.
- C) subtract westerly variation and add right wind correction angle.

205. J34 PVT

(Refer to figure 53.) Traffic patterns in effect at Lincoln Municipal are

- A) to the right on Runway 17L and Runway 35L; to the left on Runway 17R and Runway 35R.
- B) to the left on Runway 17L and Runway 35L; to the right on Runway 17R and Runway 35R.
- C) to the right on Runways 14 - 32.

206. J34 PVT

Information concerning parachute jumping sites may be found in the

- A) NOTAMs.
- B) Airport/Facility Directory.
- C) Graphic Notices and Supplemental Data.

207. J37 PVT

(Refer to figure 21, area 1.) What minimum radio equipment is required to land and take off at Norfolk International?

- A) Mode C transponder and omnireceiver.
- B) Mode C transponder and two-way radio.
- C) Mode C transponder, omnireceiver, and DME.

208. J37 PVT

(Refer to figure 27, area 6.) The airspace overlying and within 5 miles of Barnes County Airport is

- A) Class D airspace from the surface to the floor of the overlying Class E airspace.
- B) Class E airspace from the surface to 1,200 feet MSL.
- C) Class G airspace from the surface to 700 feet AGL.

209. B09 PVT

(Refer to figure 27, area 2.) The day VFR visibility and cloud clearance requirements to operate over the town of Cooperstown, after departing and climbing out of the Cooperstown Airport at or below 700 feet AGL are

- A) 1 mile and clear of clouds.
- B) 1 mile and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from clouds.
- C) 3 miles and clear of clouds.

210. J37 PVT

(Refer to figure 26, area 8.) What minimum altitude is required to fly over the Cedar Hill TV towers in the congested area south of NAS Dallas?

- A) 2,555 feet MSL.
- B) 3,449 feet MSL.
- C) 3,349 feet MSL.

211. H981 PVT

(Refer to figure 28.) An aircraft departs an airport in the mountain standard time zone at 1615 MST for a 2-hour 15-minute flight to an airport located in the Pacific standard time zone. The estimated time of arrival at the destination airport should be

- A) 1630 PST.
- B) 1730 PST.
- C) 1830 PST.

212. H983 PVT

(Refer to figure 22.) 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) 44 minutes.
- B) 48 minutes.
- C) 52 minutes.

213. H983 PVT

(Refer to figure 26.) What is the estimated time en route for a flight from Denton Muni (area 1) to Addison (area 2)? The wind is from 200° at 20 knots, the true airspeed is 110 knots, and the magnetic variation is 7° east.

- A) 13 minutes.
- B) 16 minutes.
- C) 19 minutes.

214. H983 PVT

(Refer to figure 23.) Determine the magnetic heading for a flight from St. Maries Airport (area 4) to Priest River Airport (area 1). The wind is from 340° at 10 knots, and the true airspeed is 90 knots.

- A) 320° .
- B) 327° .
- C) 345° .

215. H983 PVT

(Refer to figure 24.) What is the estimated time en route for a flight from Allendale County Airport (area 1) to Claxton-Evans County Airport (area 2)? The wind is from 100° at 18 knots and the true airspeed is 115 knots. Add 2 minutes for climb-out.

- A) 27 minutes.
- B) 30 minutes.
- C) 33 minutes.

216. H983 PVT

(Refer to figure 24.) Determine the magnetic heading for a flight from Allendale County Airport (area 1) to Claxton-Evans County Airport (area 2). The wind is from 090° at 16 knots, and the true airspeed is 90 knots.

- A) 208° .
- B) 212° .
- C) 230° .

217. H983 PVT

(Refer to figure 24 and 59.) Determine the compass heading for a flight from Claxton-Evans County Airport (area 2) to Hampton Varnville Airport (area 1). The wind is from 280° at 08 knots, and the true airspeed is 85 knots.

- A) 033° .
- B) 038° .
- C) 042° .

218. H983 PVT

(Refer to figure 21.) En route to First Flight Airport (area 5), your flight passes over Hampton Roads Airport (area 2) at 1456 and then over Chesapeake Municipal at 1501. At what time should your flight arrive at First Flight?

- A) 1516.
- B) 1521.
- C) 1526.

219. H981 PVT

(Refer to figure 28.) An aircraft departs an airport in the eastern daylight time zone at 0945 EDT for a 2-hour flight to an airport located in the central daylight time zone. The landing should be at what coordinated universal time?

- A) 1345Z.
- B) 1445Z.
- C) 1545Z.

220. H981 PVT

(Refer to figure 21, area 3.) Determine the approximate latitude and longitude of Currituck County Airport.

- A) 36°24'N - 76°01'W.
- B) 36°48'N - 76°01'W.
- C) 47°24'N - 75°58'W.

221. J34 PVT

The letters VHF/DF appearing in the Airport/Facility Directory for a certain airport indicate that

- A) this airport is designated as an airport of entry.
- B) the Flight Service Station has equipment with which to determine your direction from the station.
- C) this airport has a direct-line phone to the Flight Service Station.

222. J37 PVT

(Refer to figure 27, area 2.) The visibility and cloud clearance requirements to operate VFR during daylight hours over the town of Cooperstown between 1,200 feet AGL and 10,000 feet MSL are

- A) 1 mile and clear of clouds.
- B) 1 mile and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from clouds.
- C) 3 miles and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from clouds.

223. A01 PVT

With respect to the certification of aircraft, which is a class of aircraft?

- A) Airplane, rotorcraft, glider, balloon.
- B) Normal, utility, acrobatic, limited.
- C) Transport, restricted, provisional.

224. A01 PVT

The definition of nighttime is

- A) sunset to sunrise.
- B) 1 hour after sunset to 1 hour before sunrise.
- C) the time between the end of evening civil twilight and the beginning of morning civil twilight.

225. A20 PVT

If a certificated pilot changes permanent mailing address and fails to notify the FAA Airmen Certification Branch of the new address, the pilot is entitled to exercise the privileges of the pilot certificate for a period of only

- A) 30 days after the date of the move.
- B) 60 days after the date of the move.
- C) 90 days after the date of the move.

226. A20 PVT

A Third-Class Medical Certificate is issued to a 36-year-old pilot on August 10, this year. To exercise the privileges of a Private Pilot Certificate, the medical certificate will be valid until midnight on

- A) August 10, 2 years later.
- B) August 31, 3 years later.
- C) August 31, 2 years later.

227. A20 PVT

What document(s) must be in your personal possession or readily accessible in the aircraft while operating as pilot in command of an aircraft?

- A) Certificates showing accomplishment of a checkout in the aircraft and a current biennial flight review.
- B) A pilot certificate with an endorsement showing accomplishment of an annual flight review and a pilot logbook showing recency of experience.
- C) An appropriate pilot certificate and an appropriate current medical certificate if required.

228. A20 PVT

If a recreational or private pilot had a flight review on August 8, this year, when is the next flight review required?

- A) August 8, 2 years later.
- B) August 31, next year.
- C) August 31, 2 years later.

229. B12 PVT

No person may operate an aircraft in acrobatic flight when

- A) flight visibility is less than 5 miles.
- B) over any congested area of a city, town, or settlement.
- C) less than 2,500 feet AGL.

230. B12 PVT

Which is normally prohibited when operating a restricted category civil aircraft?

- A) Flight under instrument flight rules.
- B) Flight over a densely populated area.
- C) Flight within Class D airspace.

231. B08 PVT

When flying in the airspace underlying Class B airspace, the maximum speed authorized is

- A) 200 knots.
- B) 230 knots.
- C) 250 knots.

232. B13 PVT

Who is primarily responsible for maintaining an aircraft in airworthy condition?

- A) Owner or operator.
- B) Pilot-in-command.
- C) Mechanic.

233. B07 PVT

No person may attempt to act as a crewmember of a civil aircraft with

- A) .008 percent by weight or more alcohol in the blood.
- B) .004 percent by weight or more alcohol in the blood.
- C) .04 percent by weight or more alcohol in the blood.

234. B08 PVT

If an altimeter setting is not available before flight, to which altitude should the pilot adjust the altimeter?

- A) The elevation of the nearest airport corrected to mean sea level.
- B) The elevation of the departure area.
- C) Pressure altitude corrected for nonstandard temperature.

235. B08 PVT

When would a pilot be required to submit a detailed report of an emergency which caused the pilot to deviate from an ATC clearance?

- A) Within 48 hours if requested by ATC.
- B) Immediately.
- C) Within 7 days.

236. B07 PVT

The final authority as to the operation of an aircraft is the

- A) Federal Aviation Administration.
- B) pilot in command.
- C) aircraft manufacturer.

237. B07 PVT

If an in-flight emergency requires immediate action, the pilot in command may

- A) deviate from any rule of 14 CFR part 91 to the extent required to meet the emergency, but must submit a written report to the Administrator within 24 hours.
- B) deviate from any rule of 14 CFR part 91 to the extent required to meet that emergency.
- C) not deviate from any rule of 14 CFR part 91 unless prior to the deviation approval is granted by the Administrator.

238. B07 PVT

Under what conditions may objects be dropped from an aircraft?

- A) Only in an emergency.
- B) If precautions are taken to avoid injury or damage to persons or property on the surface.
- C) If prior permission is received from the Federal Aviation Administration.

239. B08 PVT

As Pilot in Command of an aircraft, under which situation can you deviate from an ATC clearance?

- A) When operating in Class A airspace at night.
- B) If an ATC clearance is not understood and in VFR conditions.
- C) In response to a traffic alert and collision avoidance system resolution advisory.

240. B07 PVT

Which preflight action is specifically required of the pilot prior to each flight?

- A) Check the aircraft logbooks for appropriate entries.
- B) Become familiar with all available information concerning the flight.
- C) Review wake turbulence avoidance procedures.

241. B09 PVT

A special VFR clearance authorizes the pilot of an aircraft to operate VFR while within Class D airspace when the visibility is

- A) less than 1 mile and the ceiling is less than 1,000 feet.
- B) at least 1 mile and the aircraft can remain clear of clouds.
- C) at least 3 miles and the aircraft can remain clear of clouds.

242. B13 PVT

No person may use an ATC transponder unless it has been tested and inspected within at least the preceding

- A) 6 calendar months.
- B) 12 calendar months.
- C) 24 calendar months.

243. B08 PVT

Unless otherwise authorized, two-way radio communications with Air Traffic Control are required for landings or takeoffs

- A) at all tower controlled airports regardless of weather conditions.
- B) at all tower controlled airports only when weather conditions are less than VFR.
- C) at all tower controlled airports within Class D airspace only when weather conditions are less than VFR.

244. G11 PVT

Which incident requires an immediate notification to the nearest NTSB field office?

- A) A forced landing due to engine failure.
- B) Landing gear damage, due to a hard landing.
- C) Flight control system malfunction or failure.

245. I57 PVT

Which in-flight advisory would contain information on severe icing not associated with thunderstorms?

- A) Convective SIGMET.
- B) SIGMET.
- C) AIRMET.

246. I57 PVT

SIGMETs are issued as a warning of weather conditions hazardous to which aircraft?

- A) Small aircraft only.
- B) Large aircraft only.
- C) All aircraft.

247. I54 PVT

A weather briefing that is provided when the information requested is 6 or more hours in advance of the proposed departure time is

- A) an outlook briefing.
- B) a forecast briefing.
- C) a prognostic briefing.

248. I55 PVT

For aviation purposes, ceiling is defined as the height above the Earth's surface of the

- A) lowest reported obscuration and the highest layer of clouds reported as overcast.
- B) lowest broken or overcast layer or vertical visibility into an obscuration.
- C) lowest layer of clouds reported as scattered, broken, or thin.

249. I55 PVT

(Refer to 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.

250. I55 PVT

(Refer to figure 12.) The remarks section for KMDW has RAB35 listed. This entry means

- A) blowing mist has reduced the visibility to 1-1/2 SM.
- B) rain began at 1835Z.
- C) the barometer has risen .35 inches Hg.

251. I55 PVT

(Refer to figure 12.) Which of the reporting stations have VFR weather?

- A) All.
- B) KINK, KBOI, and KJFK.
- C) KINK, KBOI, and KLAX.

252. J25 PVT

What service should a pilot normally expect from an En Route Flight Advisory Service (EFAS) station?

- A) Actual weather information and thunderstorm activity along the route.
- B) Preferential routing and radar vectoring to circumnavigate severe weather.
- C) Severe weather information, changes to flight plans, and receipt of routine position reports.

253. I56 PVT

(Refer to figure 14.) If the terrain elevation is 1,295 feet MSL, what is the height above ground level of the base of the ceiling?

- A) 505 feet AGL.
- B) 1,295 feet AGL.
- C) 6,586 feet AGL.

254. I57 PVT

(Refer to figure 15.) What is the valid period for the TAF for KMEM?

- A) 1200Z to 1200Z.
- B) 1200Z to 1800Z.
- C) 1800Z to 1800Z.

255. I57 PVT

(Refer to figure 15.) Between 1000Z and 1200Z the visibility at KMEM is forecast to be?

- A) 1/2 statute mile.
- B) 3 statute miles.
- C) 6 statute miles.

256. I57 PVT

(Refer to figure 15.) What is the forecast wind for KMEM from 1600Z until the end of the forecast?

- A) No significant wind.
- B) Variable in direction at 6 knots.
- C) Variable in direction at 4 knots.

257. I57 PVT

(Refer to figure 15.) In the TAF from KOKC, the clear sky becomes

- A) overcast at 2,000 feet during the forecast period between 2200Z and 2400Z.
- B) overcast at 200 feet with a 40 percent probability of becoming overcast at 600 feet during the forecast period between 2200Z and 2400Z.
- C) overcast at 200 feet with the probability of becoming overcast at 400 feet during the forecast period between 2200Z and 2400Z.

258. I54 PVT

Individual forecasts for specific routes of flight can be obtained from which weather source?

- A) Transcribed Weather Broadcasts (TWEBs).
- B) Terminal Forecasts.
- C) Area Forecasts.

259. I54 PVT

Transcribed Weather Broadcasts (TWEBs) may be monitored by tuning the appropriate radio receiver to certain

- A) airport advisory frequencies.
- B) VOR and NDB frequencies.
- C) ATIS frequencies.

260. H957 PVT
To get a complete weather briefing for the planned flight, the pilot should request
A) a general briefing.
B) an abbreviated briefing.
C) a standard briefing.

261. I54 PVT
Which type of weather briefing should a pilot request to supplement mass disseminated data?
A) An outlook briefing.
B) A supplemental briefing.
C) An abbreviated briefing.

262. I60 PVT
Radar weather reports are of special interest to pilots because they indicate
A) large areas of low ceilings and fog.
B) location of precipitation along with type, intensity, and trend.
C) location of precipitation along with type, intensity, and cell movement of precipitation.

263. I60 PVT
What does the heavy dashed line that forms a large rectangular box on a radar summary chart refer to?
A) Areas of heavy rain.
B) Severe weather watch area.
C) Areas of hail 1/4 inch in diameter.

264. I64 PVT
(Refer to figure 20.) How are Significant Weather Prognostic Charts best used by a pilot?
A) For overall planning at all altitudes.
B) For determining areas to avoid (freezing levels and turbulence).
C) For analyzing current frontal activity and cloud coverage.

265. I59 PVT
(Refer to figure 18.) What weather phenomenon is causing IFR conditions in central Oklahoma?
A) Low visibility only.
B) Low ceilings and visibility.
C) Heavy rain showers.

266. I58 PVT

(Refer to figure 18.) The IFR weather in northern Texas is due to

- A) intermittent rain.
- B) low ceilings.
- C) dust devils.

267. I26 PVT

Clouds are divided into four families according to their

- A) outward shape.
- B) height range.
- C) composition.

268. I26 PVT

What cloud types would indicate convective turbulence?

- A) Cirrus clouds.
- B) Nimbostratus clouds.
- C) Towering cumulus clouds.

269. I31 PVT

What situation is most conducive to the formation of radiation fog?

- A) Warm, moist air over low, flatland areas on clear, calm nights.
- B) Moist, tropical air moving over cold, offshore water.
- C) The movement of cold air over much warmer water.

270. I31 PVT

If the temperature/dewpoint spread is small and decreasing, and the temperature is 62 °F, what type weather is most likely to develop?

- A) Freezing precipitation.
- B) Thunderstorms.
- C) Fog or low clouds.

271. I27 PVT

One of the most easily recognized discontinuities across a front is

- A) a change in temperature.
- B) an increase in cloud coverage.
- C) an increase in relative humidity.

272. I27 PVT

Steady precipitation preceding a front is an indication of

- A) stratiform clouds with moderate turbulence.
- B) cumuliform clouds with little or no turbulence.
- C) stratiform clouds with little or no turbulence.

273. I29 PVT

In which environment is aircraft structural ice most likely to have the highest accumulation rate?

- A) Cumulus clouds with below freezing temperatures.
- B) Freezing drizzle.
- C) Freezing rain.

274. I33 PVT

Low-level turbulence can occur and icing can become hazardous in which type of fog?

- A) Rain-induced fog.
- B) Upslope fog.
- C) Steam fog.

275. I24 PVT

What is meant by the term 'dewpoint'?

- A) The temperature at which condensation and evaporation are equal.
- B) The temperature at which dew will always form.
- C) The temperature to which air must be cooled to become saturated.

276. I24 PVT

The amount of water vapor which air can hold depends on the

- A) dewpoint.
- B) air temperature.
- C) stability of the air.

277. H951 PVT

What are the standard temperature and pressure values for sea level?

- A) 15 °C and 29.92 inches Hg.
- B) 59 °C and 1013.2 millibars.
- C) 59 °F and 29.92 millibars.

278. I25 PVT

What early morning weather observations indicate the possibility of good weather conditions for balloon flight most of the day?

- A) Clear skies and surface winds, 10 knots or less.

B) Low moving, scattered cumulus clouds and surface winds, 5 knots or less.

C) Overcast with stratus clouds and surface winds, 5 knots or less.

279.

I30

PVT

Thunderstorms which generally produce the most intense hazard to aircraft are

A) squall line thunderstorms.

B) steady-state thunderstorms.

C) warm front thunderstorms.

280.

H953

PVT

Where does wind shear occur?

A) Only at higher altitudes.

B) Only at lower altitudes.

C) At all altitudes, in all directions.